THE AMERICAN ELEVATOR AND GRAIN TRADE.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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BALTIMORE'S INSPECTOR AND GRAIN TRADE

Baltimore has long been one of the principal grain exporting ports of this country, and for a number of years its grain trade has been exceeded by only one port on the Atlantic coast. It has ample elevator capacity for handling the business, and a good inspection department with an efficient chief at its head to grade the grain.

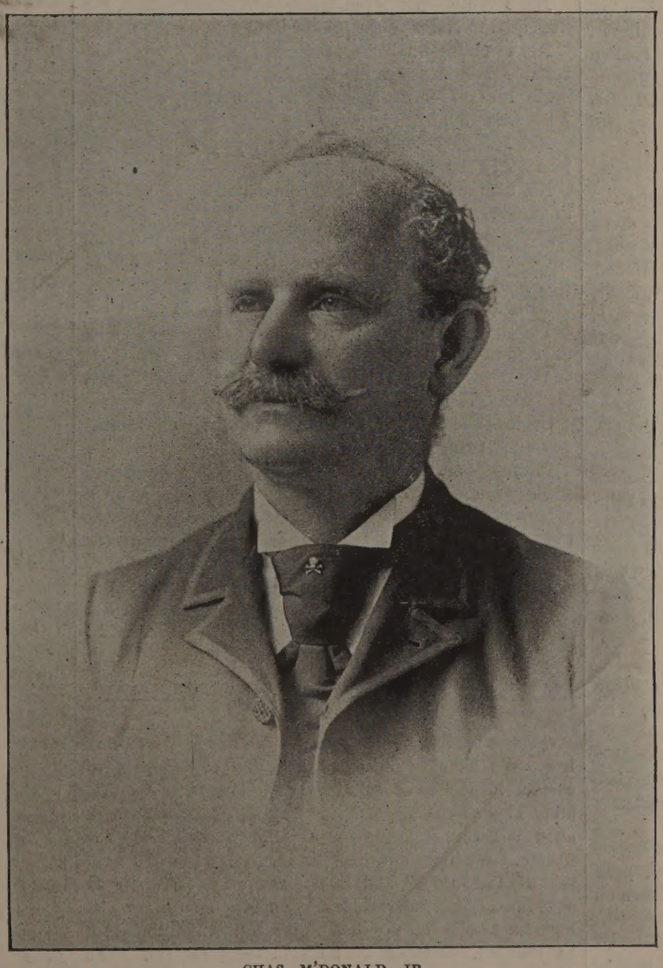
The grain inspection department of the Baltimore Corn and Flour Exchange was established in January, 1872, and Mr. E. Roelkey was appointed chief inspector. He held the position until February, 1891, when he resigned.

The present Chief Inspector Chas. McDonald, Jr., was born in Baltimore January 7, 1845. He attended the city schools and afterward graduated from the Baltimore City College. In July, 1862, he entered the employ of the grain firm of Thos. W. Levering & Son. Six years later he accepted a position as general salesman and bookkeeper for Roelkey & Bushey, grain and flour dealers, which position he held until 1872 when the inspection department was established and he was appointed as an assistant to Mr. Roelkey. In October, 1883, Mr. McDonald was appointed first assistant inspector, and he held that position until Mr. Roelkey resigned when he was appointed chief inspector. Mr. McDonald witnessed the unloading of the first car of grain into a Baltimore elevator, January 23, 1872, and ever since he has been connected with the inspection department. His long connection with the department which has been entirely dependent upon his work and his repeated promotion show him to be an able officer and the man for the place.

The president of the Corn and Flour Exchange, the Chairman of the Wheat Committee and the chairman of the Corn Committee constitute the Bureau of Inspection, provide an office, employ clerks, collect monthly all inspection fees.

The chief inspector supervises the inspection of grain arriving at public storehouses, and furnishes certificates of inspection when desired. He has a first assistant and second assistant to help in the supervision of the work. Before entering upon the discharge of their duties the grain inspectors are required to take and subscribe an oath before a justice of the peace that they will faithfully and impartially discharge their duties, and to give a bond for the payment of all claims and demands made against which the board of directors decides to be just.

The inspection fees at Baltimore are very reasonable, the charge per car being 25 cents, to be paid by the consignee. When grain received by vessel is sold and delivered according to grade, the charge for inspection is five cents per 100 bushels, to be paid by the purchaser; if inspected but not sold by grade the charge for inspection is only 25 cents per 1,000 bushels to be paid by party ordering the inspection. When grain is inspected in elevators for shipment the charge is 30 cents per 1,000 to vessels and 25 cents per car. Grain in transit is kept separate and not inspected unless owner requests it.



CHAS. M'DONALD, JR.

Like other large grain markets Baltimore has samplers of track grain who carefully sample all cars of grain, feed, etc., and deliver the samples on 'Change by 10 o'clock A. M., daily. These samplers are under the control of the executive committee of the Exchange. The fee for sampling is 20 cents per car or less, to be paid by the consignee.

The rules of the Corn and Flour Exchange provide that the buyer of sample "on spot" or "to arrive" shall be deemed to have accepted same unless he shall give notice to the seller of its rejection, or that it is so situated that it cannot be thoroughly examined before 10:30 A. M. of the day after sale if sold "on spot" or 10:20 A. M. of the day after receipt of notice of arrival if sold "to arrive." The notice of arrival of grain sold "to arrive" must be served in writing upon the buyer before 12 o'clock noon of each business day and buyer must remove the grain within one day after the day of sale "on spot" or day after arrival when sold "to arrive" and any expense damage or demurrage, resulting from delay beyond that time shall be paid by buyer. If not removed within five days after day of sale or tender the seller may resell the grain at the risk and expense of the first purchaser.

In sales of car lots the Exchange has decided that 500 bushels shall constitute a carload of wheat sold for future delivery on track, of rye and corn 550 bushels, and of oats 1,000 bushels. The buyer to take 10 per cent. more or less at contract price; any other difference to be settled at market value on day of arrival. Grain ordered to be delivered in the elevators is at buyer's risk after its delivery. In sales of grain in elevator the buyer is required to pay the storage charges for the first period.

Baltimore has seven storage elevators and five floating transfer elevators. The storage elevators have a receiving capacity of 2,780 cars daily and a storage capacity for 5,850,000 bushels. The transfer elevators can transfer 21,000 bushels per hour. The storage charges of the elevator companies are as follows:

On grain from cars, inspected in good condition only, receiving, weighing, delivery to cars or vessels, wharfage on the grain and storage for first ten (10) days or parts of the same, one and one-fourth (1¼) cents per bushel, to be paid by the consignees of the grain. Same from vessels, when received, one and one-half (1½) cents per bushel. Each succeeding ten (10) days or parts of the same, one-fourth (¼) of one (1) cent per bushel. Delivering in bags, including sewing or tying, with specific weight in each bag, one (1) cent per bushel additional. Delivering in bags, including sewing or tying, without specific weight in each bag, one-half (½) of one (1) cent per bushel additional. Screening and blowing, one-fourth (¼) of one (1)

cent per bushel. Vessels delivering or receiving grain, to pay Baltimore city rates of wharfage, in addition to above charges. The company reserves the right to decline to receive or store unsound or unmerchantable grain or grain from vessels. No grain will be received in store until it has been inspected and graded by authorized inspectors, unless by special agreement. Loss by fire or heating at owner's risk. Warehouse receipts will be issued only by the superintendent of the elevator at his office, upon the payment of freight and charges.

Baltimore receives annually about 30,000,000 bushels of grain. The best year in the history of the trade was 1879 when 59,827,977 bushels were received. The following year is second with 54,722,872 bushels to its credit. The receipts during 1887, 1888, 1889 and 1890 were 25,138,003, 16,825,675, 28,219,257 and 31,530,049 bushels respectively. In 1891 the receipts amounted to 28,954,895 hushels, the amounts of the different grains received being 18,743,394 of wheat, 6,928,096 of corn, 1,687,112 of oats, 1,206 813 of rye, 299,538 of barley and malt, 70,217 of clover seed and 19,725 bushels of timothy seed. The receipts during the first three months of the ensuing year were very large and included 13,888,876 bushels of corn, 2,911,828 of wheat, 438,208 of oats and 224,313 of rye. At this rate 1892 will be a banner year for the grain trade of Baltimore.

The rules for the inspection of wheat at Baltimore—adopted by the committee on wheat standards a e as follows:

No. 1 Maryland—Shall include all Red Winter Wheat that shall be dry, sound, well-cleaned, and of strictly prime quality.

No. 2 Maryland—Shall be dry, sound, reasonably clean Red Winter Wheat, of prime quality, and may contain a very limited number of white grains.

No. 2 Red—Shall be dry, sound, reasonably clean Red Winter Wheat, and may conta'n a very limited number of white grains.

No. 3 Red—Shall include dry, inferior or shrunken but sound Winter Wheat, only fair in quality and cleanliness.

No. 4 Red—Shall include dry, inferior or shrunken Wheat, below the grade of No. 3.

Mixed Winter—Shall be equal in quality to No. 2 Red, but containing over fifteen (15) and not over eighty (80) per cent. of White Wheat.

No. 1 White—Shall be dry, sound, well-cleaned White Winter Wheat, and in every respect of choice quality.

No. 2 White—Shall be dry, sound, reasonably clean White Winter Wheat, of good quality, but not choice.

Steamer No. 2 Red Winter—Shall include all Winter Wheat not inferior to the grade of No. 2 Red in quality, except it may contain a limited amount of sprouted grains, garlic, and smut, and in condition may be slightly soft or damp, but must be cool and suitable for steamer shipment.

Steamer No. 3 Red Winter—Shall include all Winter Wheat, quality not inferior to No. 3, but may contain more garlic, smut or sprouted grains than allowed in Steamer No. 2 Red Win'er, and may be slightly soft or damp, but must be cool and suitable for steamer shipment.

Steamer Mixed Winter—All Wheat which would grade No. 1 White, No. 2 White and Mixed Winter, which grades Steamer, shall be graded Steamer Mixed Winter.

Rejected—Shall consist of very damp, musty and damaged Wheat.

No. 2 Hard Winter—Shall consist of the hard varieties, and sha'l be sound, dry and reasonably clean, and weigh not less than 58 pounds to the measured bushel, Winchester standard.

No. 3 Hard Winter—Shall be sound and reasonably clean, unfit to grade No. 2 Hard, but weighing not less than 55 pounds to the measured bushel, Winchester s andard.

No. 1 Hard Spring—Must be sound, bright and well cleaned; must contain not less than seventy-five (75) per cent. of hard Scotch Fife, and weigh not less than 58 pounds to the measured bushel.

Spring Wheat—Shall be graded 1, 2 and 3 "Chicago Standard" or "Milwaukee Standard," also any Spring Wheats from Minneapolis and Duluth, in accordance with the standards of those markets.

The rules for the inspection of corn—adopted by the committee on corn standards are:

The Grades of Corn—Shall be Nos. 1 and 2 White; Yellow; Mixed; Steamer White; Steamer Yellow; Steamer Mixed; No. 3, and Rejected.

No. 1 White—Shall be sound, dry, reasonably clean, and may contain a limited number of yellow and straw-colored grains.

No. 2 White—Shall be sound, dry, reasonably clean, and may contain a greater number of yellow and straw-colored grains than No. 1.

Yellow—Shall be sound, dry, reasonably clean, and may contain a limited number of red and white grains.

Mixed—Shall be sound, dry and reasonably clean.

Steamer White—Must not be under No. 2 Whi e in color; may be slightly damp, or slightly musty, or both: or not well cleaned, but must be cool.

Steamer Yellow—May be slightly damp, or slightly musty, or both; or not well cleaned, but must be cool.

Steamer Mixed—May be slightly damp, or slightly musty, or both; or not well cleaned, but must be cool.

No. 3—Shall embrace all Corn slightly inferior in condition to Steamer Corn, but must be cool.

Rejected—Shall be damp, warm or inferior to quality described as No. 3.

The rules for the inspection of rye—adopted by the committee on rye standards are:

The Grades of Rye—Shall be Nos. 1, 2, 3, and Rejected.

No. 1—Shall be dry, sound, plump and well cleaned.

No. 2—Shall be dry, sound, reasonably clean, and reasonably free from other grain.

No. 3—Shall include all sound, inferior, shrunken, dirty, or slightly damp Rye, and may contain a reasonable amount of other grains.

Rejected—Shall include all damp, musty or dirty Rye, or which for any cause may be unfit to grade No. 3.

The rules for the inspection of oats—adopted by the committee on oats standards are:

The Grades of Oats—Shall be Nos. 1, 2, 3 and 4 White; Nos. 1, 2, 3 and 4 Mixed, and Rejected.

No. 1 White—Must be sound, white and reasonably clean.

No. 2 White—Shall be seven-eighths (⅞) white and equal to No. 1 in all other respects.

No. 3 White—Shall be mainly white, and sound, but not equal to No. 2 White in other respects.

No. 4 White—Shall be reasonably sound, cool, and suitable to be stored in the elevator.

No. 1 Mixed—Must be sound and reasonably clean; not less than two-thirds (⅔) white.

No. 2 Mixed—Shall be sweet, reasonably clean, and reasonably free from other grains.

No. 3 Mixed—Shall be sound, but not equal to No. 2 in other respects.

No. 4 Mixed—Shall be reasonably sound, cool, and suitab'e to be stored in the elevator.

Rejected—All oats damp, unsound, dirty, or from any other cause unfit for No. 4, shall be graded as Rejected.

The rules for the inspection of clover seed—adopted by the committee on clover seed standards are:

The Grades of Clover Seed—Shall be Choice, Prime, No. 2, and Rejected.

Choice—Shall be of good color, dry, sound, well cleaned, and almost free from foreign seed.

Prime—Shall be dry, sound, reasonably clean and slightly mixed with foreign and brown seeds.

No. 2—Shall include merchantable Clover Seed that is too badly mixed with impurities, brown and foreign seeds to pass as prime.

Rejected—Shall include all damp and damaged or dirty seed, or seed so badly mixed with foreign seeds as to render it unmerchantable.

CARELESS LOADING OF WHEAT.

Careless loading of wheat in the interior leads to sure loss. We have twice called attention of shippers to careful inspection of cars before loading, to know that all leaking places are stopped, and now we want to talk about boarding of car doors. Green sycamore lumber is unsafe. We have two cars in here to-day boarded with that kind of lumber, and it has warped out of shape so as to open cracks, and waste the wheat. Two other cars have knot holes in the boards through which the grain has escaped. Shippers are not sufficiently careful. Take the same care of your wheat as you do of your money.—*Toledo Market Report.*

Rainmaker Melbourne has accepted the offer of the Bourbon county, Kan., farmers who are suffering from drouth, of $500 for a half-inch of rainfall. He promised to bring the desired amount of rain inside of forty-eight hours.

GRAIN TRADE OF WINNIPEG.

According to the report of Chief Grain Inspector David Horn the wheat receipts at Winnipeg during the twelve months ending June 30 were graded as follows:

Wheat.	Cars.	Per	Cent.	Bushels.
1 Hard	424	3		275,600
2 Hard	2,683	20		1,743,950
3 Hard	2,249	17	45	1,461,850
1 Northern	146	1		94,900
2 Northern	531	4		345,150
3 Northern	43	⅛		27,950
1 Regular	2,495	18⅜	38	1,621,750
2 Regular	2,098	15		1,363,700
3 Regular	548	4		356,200
1 Rejected	252	1⅞		163,800
Rejected	917	7	17	596,050
No grade	701	6		455,650
Feed	285	2⅛		185,250
Total	13,372	100	100	8,691,800

In his annual report Inspector Horn says: The crop of '91 has been the most difficult since the inception of inspection at this district. Although large—it was not high class. Besides, the bad weather during harvest and fall, caused great deterioration, and worse still was the lamentable prevalence of smut. The different regions of country had marked special characteristics. This, together with the backwardness of threshing, made the determining of proper representative s'andards—in the time necessary—difficult. The fitness of these standards as adopted has been questioned in some quarters. This, as inspector, is not my place to criticise, but I beg to take the opportunity of protesting in the strongest possible way against insinuations made in the most public irresponsible manner, that these standards have not been worked up to. The statute governing this matter makes such simple full provision for grievances that there is no reconciling their making such public complaint with the fact that of the many cars inspected, they have not once asked for an arbitration, nor in any way made use of the board regularly constituted for that purpose—evidence enough surely of their want of grounds for protest and the integrity of the inspection.

The grain examiners in their annual report to the Winnipeg Board of Trade state that the Winnipeg inspection division now embraces the territory lying between the Port Arthur division and British Columbia. Legislation was secured to allow of the establishing of "commercial grades" of grain in any season, when from weather causes, a considerable quantity of grain could not be taken into the schedule grades. An act authorizing the appointment of official weighers was passed in Ottawa at the request of Boards of Trade west of Lake Superior. This board may make regulations for the detailed working of the system, which, when approved by the minister of inland revenue, shall govern officials weighers in this inspection division.

We have to report that during the last session of Parliament, the inspection act was amended so as to provide that the boards for selecting standards, for all lines of produce, shall be appointed direct by the governor-general-in-council instead of by the various Boards of Trade in the Dominion. We have no reason to doubt but that in this departure proper and competent persons will be chosen by the Government as fairly as by the Boards of Trade in the past.

Only one appeal has been made during the past twelve months from the Winnipeg grain inspector's grading and the inspector was sustained. The inspection appealed from was a grading of wheat of the 1890 crop and for a local firm. No appeals have been made from his inspection of the 1891.

The charges which are made against grain coming to Kansas City are as follows: Commission 1 cent a bushel on wheat and rye, ½ cent on corn and oats; inspection 35 cents per car; official weighing 25 cents per car. In case grain is ordered to an elevator, the charges are 1 cent a bushel for loading in and out, and ten days' storage; ¼ cent for each additional ten days.—*Grain Trade News.*

There is no truth in the statement that B. P. Hutchinson is running a restaurant in Pearl street, New York. He does keep a store there, but it is for the sale of second-hand goods, though the list of those seemed to include canned salmon. His ideas of selling value appear to vary quite as erratically as did his opinion in regard to the value of wheat when he sent it up in three days from $1.05 to $2 per bushel.

A SPECULATIVE FLIRT.

Notwithstanding so many of the boys have been repeatedly jilted by that consummate flirt of speculation, Miss Wheat, she still holds them by a spell as potent as that of the queen bee over her myraids of swarming suitors which work so hard to bring the honey to the hive. So likewise the old love for the old girl, Miss Wheat, still lingers in the breasts of many of her less fortunate but most devoted followers, who have contributed their thousands and hundreds of thousands and even millions of dollars for the pleasure of basking in her winning and seductive smiles, and the hope of ultimately being rewarded by one of those coveted strokes of luck which shall lay an easily gotten fortune at their feet. Despite the many treacherous rebuffs, however, which this syren of the speculative arena administers to a large number of her ardent admirers, they cannot think her false; but each one dreams his turn will surely come, when he shall win her favor, be her lord, banquet on the beauty of her charms. These fond illusions of transported joy to come are with rare exceptions never entirely obliterated from the minds of those dreamers of swift fortunes who stake their margins on Miss Wheat, and lose, and lose, and lose, because the ever craving and undying thirst to win at last, is uppermost unto the end. Hence the innumerable victims that have fallen a prey to this *ignis fatuus* of trade, and are still on the road to financial wreckage. The chances of rolling up fortunes in wheat spectulation are in favor of the few, and all against the great crowd of outsiders who are constantly furnishing the funds wherewith to run the deals on the Chicago Board of Trade. Then why is it that so many devotees of this speculative craze return to their old love, after being again and again wiped out of their financial resources? It is difficult to answer this question, unless it is that speculators, fancying they have fathomed the cause of their former mishaps, think they can profit by their past experience, and are thus led to indulge in one more venture that seems so certain of success, that they entertain the most extravagant hopes of not only recouping previous losses, but of securing a competence that will enable them to retire from work and live in affluence and ease during the remainder of their lives. Such, no doubt, are some of the reasons that make it so hard for the speculative mind to renounce the stimulus upon which it loves to feed and the excitement for which it yearns. One would naturally imagine that the recent lesson which the great plunger Pardridge administered to the outside bull crowd, by driving down the price and appropriating their margins to his own benefit, would have cured them of their speculative passion for Miss Wheat. But not a bit of it; she is still a real nice girl in their opinion, and good property at present prices, deserving more margins to be put up on her behalf, and well worthy of the confidence reposed in her. To them, in other words, she is a daisy, compared with which their legitimate spouses, Mesdames Iron, Hardware, Dry Goods, Fancy Dry Goods, Groceries, Boots and Shoes, Leather, Glass and Crockeryware, Butter, Cheese, Pork, Eggs, Banking, Insurance and a host of other trades and professions, are nowhere. These old time matrons partake too much of the humdrum slow profits of regular business, and it seems that recourse must be had in this fast age to the quick profits, sudden losses and inevitable excitement of speculative sideshows, of which Miss Wheat is the cynosure, and of whose fascinating society the boys appear never to tire even though she does mete out to them the terrible financial slaps which have characterized her frowns of late. It should not be lost sight of, however, that it is a dangerous thing for outsiders to be caught in Miss Wheat's company, as nothing is more damaging to their credit if it becomes known that they are flirting with this Chicago girl, as we know of firms in this city who have refused to fill orders for customers known to be speculating in wheat. Profits made quickly usually depart as rapidly as they come, but the sure and lasting ones are those that accrue from legitimate callings.—*Trade Bulletin, Montreal*

ELEVATOR RUN BY WIND POWER.

One of the novelties of the grain trade of this continent is a Manitoba elevator run by wind power. Several grain elevators in this country are run by water power, but we know of none run by wind power. Wind power has been used in the elevator illustrated herewith for ten years principally for elevating oats and barley. Messrs. Sinclair & Co. of Brandon, consider it of great value in handling such grain. The wind wheel was manufactured at Toronto and gives satisfaction in every way. The proprietors write that "the only disadvantage connected with the use of wind power is that we sometimes do not have wind when needed and for this reason one could not depend upon it for power to handle wheat, which must generally be handled on short notice. For a cheap power and for the handling of coarse grain we consider it excellent, and while we continue in the business would not like to be without it."

ELEVATOR RUN BY WIND POWER AT BRANDON, MAN.

The main elevator building is 25x42 feet, an addition, not shown in cut, is 25x120 feet and is used for storing grain, having a capacity for 10,000 bushels. The main elevator is divided in bins of 600 to 2,000 bushels' capacity, giving a total storage capacity in elevator and addition of 20,000 bushels. It is so arranged that grain can be transferred from one bin to another without any expense and very little trouble. Flour and grain can be transferred from one end of the building to the other by means of a truck run on rails. In receiving grain it is loaded onto this truck from the wagon, run onto the scale, weighed and emptied into the hopper.

When Sinclair & Co. wish to clean grain they place their fanning mill under the bin containing the grain they desire to clean. It is afterward sacked or elevated to a bin. The elevator is not on a railway siding and this the proprietors say is a mistake, as it costs them $4 per car to transfer it.

THE GREAT RICE MARKET.

In no line of business does New Orleans enjoy greater supremacy than in the rice trade. The city handles the entire Louisiana rice crop, and as that crop now amounts to twice as much as the production of all the other rice states combined, she is entitled to be considered the great market for domestic rice. It is true that New York handles a great deal of rice, but it is all foreign grown.

The rice of this state last season was something like a million bags, and New Orleans has marketed to date fully 950,000 bags, practically the entire crop. So well has this large yield been handled that there now remain unsold less than thirty thousand bags, which speaks well for the handling facilities of this market. The sale of the past rice crop netted good prices to the producers, and so much has the industry been encouraged thereby that it is expected that the next crop, which will begin to come to market in August, will reach fully 2,000,000 bags.

The rice combination, which at one time during the past season stopped competition in the sale of rough rice, has been entirely abandoned, and preparations are making which will afford the freest competition in the milling business during the coming season. The two mills controlled by the National Milling Company are to have their capacity greatly increased, while at least ten other mills will be operated by competing owners, thus promising active competition in the purchase of rough rice, as well as ample milling capacity, to insure the prompt handling of the large crop which is expected.

The development of the rice industry in Louisiana has been one of the most interesting phases in the agricultural progress of the country. Not much more than a decade ago the Atlantic coast was the leading rice producing section, but Louisiana has steadily increased her rice production until for the past few years she has produced more than all the Atlantic states put together, while during the coming season it is likely that the Louisiana crop will be considerably more than twice as much as all the other crops.

FROSTED WHEAT.

The Jamestown (N. D) *Daily Alert* publishes in an editorial note the following bald error:

"Minneapolis commission and elevator men are buying North Dakota frosted wheat at from 25 to 40 cents a bushel and selling it at the highest Eastern market prices to the millers of the East, with the condition guaranteed. The agents and traveling men of these Minneapolis houses are industriously selling the frosted grain for good, hard wheat and getting big prices for it in the East, while the farmer gets little or nothing."

That this wheat is sold for "good, hard wheat by agents and traveling men of these Minneapolis houses," or any one else, is a mistake. That wheat is sold only by sample in the East, or anywhere else, and it is bringing very low prices, so low indeed that not a house in this city that has bought that frosted wheat in the country has come out even on it. Many of these "Minneapolis houses" that are alleged to be "industriously selling the frosted grain for good, hard wheat and getting big prices for it in the East," have lost on it the entire profits of their whole business for several months. Those same "commission and elevator men" have sold that wheat here at Minneapolis, frequently losing the full freight on it. That is, they often sold it here at no more than they paid in the country for it. The only inducement that Eastern people have to buy is that they get it so cheap. No, the *Alert* has not told the truth about that wheat.—*Market Record, Minneapolis.*

THE WELLAND CANAL TOLLS ON GRAIN.

The reported intention of the Canadian Government to reimpose the tolls on all grain passing through the Welland Canal, which would virtually result in the closing of the St. Lawrence route to export grain has met with prompt opposition from Montreal grain dealers. The *Gazette* of Montreal says: The report that the Government has decided to restore full tolls on the canals has excited both surprise and indignation on the part of Montreal grain shippers. Any other reception of the rumor would have been inconsistent with the efforts made from year to year for some time past to secure such a reduction of charges as would enable Canadian carriers, or it would be more correct to say the Canadian route, to compete for the transport of the surplus cereal product of the Northwestern states. It has been contended ever since the abolition of tolls on the Erie Canal that unless the Dominion Government extended equal facilities to forwarders by the Canadian route the task of building up a commerce by the St. Lawrence might as well be abandoned, or at any rate, that in the future little could be hoped for beyond merely local traffic. Appreciating the force of this contention the government conceded, seven years ago, a practically free passage through the canals to all grain destined to Europe which found an egress by way of Montreal, and there is no doubt but that the settled policy of the government, pending the enlargement of the St. Lawrence canals, had come to be the concession of practically a free passage from the upper lakes to the seaboard. Whether that policy has realized its full expectation is not easy to determine. Mere figures of the grain transportation prove little upon this point, since their bearing on the problem is dependent upon the quantity of surplus crop in the Northwest. Thus we find that the quantity of grain passing down the canals to Montreal decreased from 333,806 tons in 1880 to 96,569 tons in 1885, the first season in which a rebate of tolls was granted, and that in no subsequent year has the traffic attained the proportions of 1880. It is true that the last mentioned year was an extraordinarily good one for forwarders, and that the traffic through the Erie Canal to New York reached its highest dimensions at that time, but the statistics fail to prove that Montreal, or the St. Lawrence route, is making the proportionate headway in the competition for the export grain trade which circumstances warrant us in expecting. Montreal has undoubtedly held her own as an exporting point since the government reduced the tolls on grain coming down the canal, but that is the utmost to be claimed.

The Dominion Government can stay the impending imposition of tolls at the Sault Canal by abolishing the rebates or by making a nominal rate of toll for all traffic through the Welland. If the former course is pursued it will be necessary to protect existing contracts, in other words to extend the present nominal toll to all shipments already arranged for, and if this is done, the policy of restoring full tolls will not fail of approval pending a settlement of the whole question before another season of navigation opens.

The *Herald* of Montreal says: If the government set going the report that the Welland Canal tolls are to be reimposed, as a feeler, it will doubtless be gratified at the success of its device. The shippers of Montreal have made known their opinions as to the wisdom of such action in language which cannot be misconstrued. Action such as that proposed would deal Canada's inland shipping a fatal blow, and place Montreal completely at the mercy of New York as a shipping point. Already Montreal shippers are heavily handicapped by the free canal system of the United States; and the imposition of the additional burden of 18 cents per ton would make it impossible for Canadian ports to compete with their American rivals in handling grain.

To allow transhipment at Ogdensburg would be to admit that the present regulation was unjust in its conception and execution, and besides, it would not please Kingston, a constituency which apparently has more influence at Ottawa than Montreal, despite our three representatives. The making free of the canals is a step too daring for the penny-wise-pound-foolish ministers. They squander millions lightly in wildcat schemes, useless public works, bonuses for railways running from Nowhere to the wilderness; but when it comes to lopping off $300,000 a year of taxation and thereby increasing the internal trade of the country by millions, they stand aghast at the proposition. We believe that nothing but energetic and immediate protests will save the city from the disaster impending. If the government is fully impressed with the fact that Montreal will not stand the imposition of tolls at the Welland Canal, then the tolls will not be imposed. If it can make this city pay for its blunders it will do it. Now is the time for the Montreal merchants to stand to their guns, irrespective of party. The tolls at the Welland Canal must not be imposed. Our rulers must find some other way out of the difficulty into which their arrogance and stupidity have led them.

A ST. LOUIS ELEVATOR.

St. Louis, one of the most important primary grain markets of this country, has twelve public elevators with storage capacity for bulk grain of nearly 12,000,000 bushels, also several private elevators with a total capacity of 1,000,000.

One of the best of the private elevators is the 100,000-bushel grain elevator of the Lewis-Sharpe Commission Company at Theresa avenue and Missouri Pacific R. R. tracks. This elevator is not one of the old style weak backed houses that has by accident been standing since

LEWIS-SHARPE ELEVATOR, ST. LOUIS.

the pioneer days of the grain trade at St. Louis, but is a strong, well proportioned house of recent construction as will be seen by referring to illustration given herewith and it is equipped with improved machines and appliances for rapidly handling and improving the quality of grain.

This house is 80 feet long, 50 feet wide and 116 feet high. Three railroad tracks with two switches, making a total track room of 2,580 feet, give ample yard room for cars. The receiving and shipping facilities are so conveniently arranged that, although only forty five cars can be set at one time, thirty cars can be unloaded and forty-five loaded out before it is necessary to have another setting.

In the engine house adjoining the elevator is a slide valve engine with a 16x22 cylinder and a tubular boiler 6x18 feet. The unloading of the grain is facilitated by the use of four Clark's Power Shovels. The two elevator legs have an elevating capacity of 12,000 bushels per hour. Each of two hopper scales has a capacity of 42,000 pounds and the wagon scale has a capacity of 20,000 pounds. Of the eight shipping spouts, six are used to load cars and two to load wagons. In the upper part are two shipping circles each having a range of sixteen bins and four shipping spouts, also a Richmond cleaner with capacity for cleaning 3,000 bushels per hour. A power car puller is used to place the cars in position.

The officers of the Lewis-Sharpe Commission Company are as follows, President, J. R. Lewis; vice-president, Frank Lawrence; secretary and treasurer, J. W. Sharpe.

The first car of new barley was received in Chicago August 5 from Western Iowa. It weighed 47 pounds to the measured bushel and sold at 60 cents. It was graded No. 3, but would have graded No. 2 if it had been cleaned before shipping.

The Calamityites will have to look elsewhere than to Kansas this year for material with which to illustrate their fiery arguments for a revolution in governmental methods. Secretary of State Mohler's estimate a fortnight ago was 62,000,000 bushels for the state. His estimate per acre was an average of 15.8 bushels.

A PROTEST, A PETITION.

To the Traffic Managers of Railroad Companies:

We, the undersigned grain dealers, having been caused much trouble by unreasonable delay of grain in transit and also much loss by enforced idleness of capital invested and by depreciation in value of grain during delay, do hereby protest against such unreasonable delay and petition you to provide facilities sufficient to enable you to promptly transport grain at all times.

We also protest against the one-sided and therefore unfair charge for delay, and petition you to allow the delay of grain in transit to be governed by the same rules as govern the delay of cars on the line where the grain is delayed.

Name.....
Address.....
Name.....
Address.....
Name.....
Address.....

During the past month we have received a number of copies of the above signed by grain shippers and receivers in different parts of the country, but we have not yet enough signers to secure that attention from traffic managers which the matter merits. The work we have undertaken is directly in the interest of every grain shipper of the country and we ought to receive at least 1,000 signatures a month. It costs nothing and shippers or receivers can lose nothing by signing it. It is in the interest of your business and cannot fail to have some influence upon the traffic managers. All that is necessary for you to do is to cut out the above protest and petition, sign it and mail it to MITCHELL BROS. Co, 182-186 Dearborn street, Chicago. Also induce other dealers to sign. As soon as we have received a sufficient number of signatures they will be published and a copy of the protest and petition, with a list of the signers will be sent to the traffic manager of each road carrying grain on this continent. Nothing will be gained by delay—sign now.

THE ELEVATOR POOL IS MASTER.

The Buffalo correspondent of the *United States Miller*, in a recent letter, says: "The cyclone floater is doing great work in the creek, transfering grain into canal boats. It is about all that the canal gets and the difference between the association and the floater is only an eighth of a cent per bushel. One of the interested scalpers 'broke loose' on the corner the other day and denounced the new scheme of the Cleveland Vessel Owners' Association to move the cyclone, as another attempt to ruin the canal. Said he: 'This new petition of the vessel owners originates right here in Buffalo. The managers of the Erie and Central lines are making big dividends for their respective companies, at the same time killing the canal. Not a single boat has been loaded at this city or Erie elevators this year. Everything that goes in there is taken out by rail. In fact the rail business is confined to these two houses and they are able to handle it too. There are plenty of idle elevators in the river but as they cannot cut the rate these line managers get the grain for their house. Our position is hopeless unless we can secure a few floaters or a good elevator somewhere. Nothing can be expected from the Elevating Company as they own everything and everybody, including the press.'"

The following from the *Sun* of Denver, Colo., is evidence that all grain is not used for flour, feed or liquor: "The Kuner Pickle Company, within a short time recently, has used six carloads of Colorado grain for vinegar, and besides an increasing local trade, is shipping vinegar to Montana in successful competition with St. Louis."

Nearly every cargo of wheat that leaves Duluth is found to be short on being discharged at Buffalo. Vessel owners have become tired and some vigorous kicking is being done. The elevator scales at Duluth are being inspected, and so far are found to be correct. It looks as if an investigation at Buffalo might be the proper thing to undertake.—*Detroit Journal.*

SHORTAGES AT BUFFALO.

There has been a great deal of trouble of late about shortages on wheat cargoes from Duluth to Buffalo, says the Duluth *Tribune*. Nearly every cargo that has left Elevators E and D has been found short at the Buffalo end, but occasionally a cargo is bound with an overage. The whalebacks have almost invariably been short, and in fact nearly every cargo that leaves the head of Lake Superior and is discharged at Buffalo is found in an unsatisfactory condition. Of course the vessels have to stand the losses, though it is quite plain that the fault can hardly be laid to them. The elevator companies at either end of the lakes charge the other with unreliable scales, and there the matters rest. So long as the boats continue to pay these losses there would probably be no hing done, but vesselmen have at last become tired, and in a quiet way the elevator companies here are having their scales inspected. Yesterday the scales at B and D were officially inspected and pronounced to be all right by the inspector from St. Paul. Elevator E will be inspected to-day. It looks very much as if the Buffalo folks would be forced into doing something to raise the cloud of suspicion that can be seen hanging over their elevators by every grain carrier on the lakes.

GRAIN DRIERS.

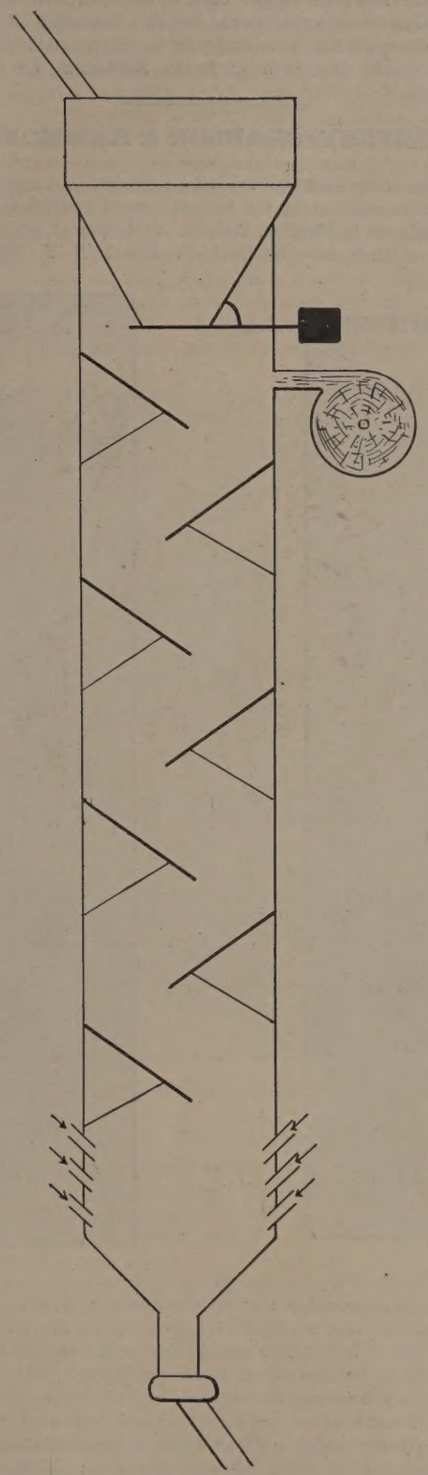
So much grain remained in stack last winter, and so many grain cargoes have been damaged on the great lakes during the present season of navigation that there has been an unusual amount of work for the grain driers. The corn corners and the great amount of corn that has refused to part with its moisture have also assisted in making extra work for the driers.

The number of elevators containing grain which have been burned has not been unusually large, so the grain damaged in this way has not been more than usual. However the driers do not obtain much work from this source. Frequently the grain is so badly burned as to be fit for nothing better than hog or chicken feed. Often much of the smoked grain could be used for mixing or seeding, but the elevator man does not always take the trouble to separate it from that badly scorched. If the grain taken from elevator fires were sent to a first-class cleaning house some of that damaged by fire and smoke, and much of that damaged by water could be improved and sold at a greater profit than if sold for feed.

The drier is with each year becoming more extensively used at Buffalo, there are a number used principally to dry grain received by lake which is wet in transit. In Chicago private elevators and at points nearby are at least a dozen driers. This does not include those in malting houses. Heretofore there has not been much work for driers in cities not lake ports so we do not find many in elevators outside of the two cities named. The demand for a cheap and efficient drier that will dry corn enough to pass into No. 2 has increased wonderfully and several driers have been patented. Roasting or even heating by means of steam or hot water pipes usually causes too much shrinkage for profitable drying. Some corn millers complain that by these processes corn is frequently partially cooked or the starch is gelatinized so as to make the raw corn of less value to them.

The best results have been obtained from the use of hot and cold air currents, and several Chicago houses are now prepared to dry by this process. The driers in the cleaning houses of recent construction are similar to the drier shown in the illustration given herewith, which represents a section of the drier in the new cleaning house of Counselman & Co., at South Chicago, recently completed by The Heidenreich Company. This drier is 120 feet high, 16 feet long and 4 feet wide. The shelves on the opposite sides of the drier slant downward forming an angle of 55 degrees with the side of the drier, or 35 degrees with a plane perpendicular to the side. A hopper at the top of the drier is kept constantly filled with grain. The grain is allowed to run from the bottom in a small stream which soon widens. The bottom of the hopper is covered with a board which is hung on a hinge and has a weight at outer end, with this the flow of grain is easily regulated and the admission of air at this point prevented. Near the top is an outlet connecting with a strong fan which draws air in through the louvers at the sides of bottom of bin and up through the grain. At present only cold air will be used, but it is the intention to extend large pipes into boiler room so that hot air may be used when desired. About 20 feet from the hopper at the bottom the length of the drier commences to gradually decrease so that the stream of grain which may be 16 feet wide above this point is narrowed until it reaches the hopper and runs out in a spout. Five thousand bushels can be run through this drier every hour, and the quality of grain greatly improved. This is the drier of the newest, the largest and the best cleaning house of the world.

Another Chicago cleaning house of the first order has a drier built upon much the same plan. Its driers are



GRAIN DRIER.

only 40 feet from top to bottom and they are built on top of the boiler room so hot air can be used. The shelves in these driers form an angle of 45 degrees with the sides. The proprietors of this elevator buy grain wet on the lakes and use a hot blast to dry it. The cold blast is used to cool grain. Two cars can be run through this drier every hour. Sometimes it is necessary to run grain through two or three times to remove the moisture. Smaller driers can be erected upon the same general plan that will meet the needs of country elevator men.

If you have the best interests of the grain trade at heart you will cut out "A Protest, A Petition," published elsewhere in this issue, sign it and mail to us.

GRAIN TRADE OF NEW ORLEANS.

As New Orleans will have, during the coming season, much better facilities for handling grain than formerly, we ought to secure a much larger percentage of the coming crops than we have hitherto. The new Texas & Pacific Elevator will be completed in time for service in handling the coming crop, while it is rumored that there will be another elevator erected within a brief period, so as to do a share of the work of the next season. While two elevators will not prove a sufficient addition to our port facilities to handle all the business that is likely to be offered, they will, nevertheless, constitute a considerable addition to our facilities and prepare the way for the construction of as many other elevators as the needs of the trade will be found to require.

The completion of the bridge across the Mississippi River at Memphis will assist materially in facilitating the grain movement in this direction during the coming season, while the new Texas & Pacific Elevator will draw to us considerable quantities of Texas and Kansas wheat. The Texas crop promises to be excellent and it will not be long now before it will be ready for market.

Altogether therefore the outlook for a good grain business at New Orleans during the coming season is bright and our merchants should neglect no preparation that is required to accommodate the movement.—*Picayune, New Orleans.*

THE ERIE CANAL'S DECREASE OF GRAIN TRAFFIC.

The railroads are making serious inroads upon the business derived by the Erie Canal from grain carrying in summer, although the canal rates this year are unusually low. On wheat the rate in June varied little from 2¼c per bushel from Buffalo to New York, while on corn and oats rates were proportionately low, and yet the canal secured only 2,829,475 bushels, while the railroads carried 5,597,326 bushels of all kinds of grain. In June, 1889, when the canal rate on wheat was 3.80c per bushel, the canal carried 4,880,300 bushels of all kinds of grain and the railroads only about 112,000 bushels more, and yet while the boatmen this year in June were willing to take wheat at 2¼c per bushel the railroads carried nearly twice as much. The railroads have a practical monopoly of the flour traffic; the total receipts at Buffalo in June were 1,571,100 barrels, equivalent to 7,070,000 bushels of wheat, and there were only 850 barrels shipped by canal. The shipments of flour over the lakes is constantly increasing and all is taken East from Buffalo by the railroads.

In the two months of May and June, 1889, the shipments of grain from Buffalo to the seaboard by canal were 10,584,740 bushels, and by rail 9,516,026 bushels; since then the canal has been losing and the railroads gaining that traffic, until this year the canals have carried only 6,738,305 bushels and the railroads 14,461,526 bushels.

The railroads cannot make any money by carrying grain at the rates now current, but they are evidently willing to forego profits for the sake of destroying the canal, and then they could and probably would exact their own price, as they do now in the winter time when the canal is closed. But we do not share the apprehensions of those who are using this as an argument for the improvement of the Erie Canal by the State of New York. The railroads have vastly increased their capacity and facilities for business, and the competition between them will prevent exorbitant rates, although it would doubtless be a healthful influence to have the competition of a canal in a first-class condition.—*Cincinnati Price Current.*

If 1,000 grain shippers sign "A Protest, A Petition," published elsewhere in this issue, traffic managers will be greatly influenced thereby.

The acreage of potatoes of the United States is returned at 94.2 per cent. of the large area of last year. In the South, where the breadth of cotton has been shortened, a considerable increase in the area devoted to this crop has been made; but in the New England and Western states, where the largest yield is obtained and the bulk of the crop is grown, there is a considerable decrease. Planting was interfered with in the central West by heavy rains, and there is considerable complaint of rotting of seed on account of the wet season. The unfavorable early season has influenced the planting of a larger late crop than usual.

AN ELEVATOR WANTED AT MOBILE.

In a recent communication to the *Daily News* the Commercial Club of Mobile, Ala., writes as follows: Our neighboring city, New Orleans, during seven months of the past year, up to Jan. 1, 1892, exported more than 12,000,000 bushels of grain and has a number of steamship lines now in operation with South and Central American ports, while Mobile, with ample depth of water, with the cheapest port charges on the gulf, located only thirty miles from deep water and with direct communication with the great Western grain centers, has not exported one cargo of grain, and has no regular line of steamships in the South and Central American trade. The completion of the great bridge at Memphis over the Mississippi River has given us the most direct and shortest unbroken rail line to Kansas City of any city on the gulf coast, except, perhaps, Galveston.

Our rates on grain are as low as those by which New Orleans has done such an immense export business, and it only remains to construct here elevators capable of handling the grain business, to secure for this port a fair share of it. Reliable estimates fix the total cost, ready for use, of a 500,000-bushel elevator here at $150,000, and the testimony of reliable exporters is absolutely convincing that such an elevator would be a very profitable investment. If only 3,000 cars of wheat and 7,000 cars of corn, aggregating 5,000,000 bushels of grain were handled by it annually, the gross revenue at 2 cents per 100 pounds, would amount to $57,200, no account being taken in this estimate of the revenue which would be derived from local storage. The cost of operating such an elevator by a very liberal calculation would be about as follows:

Insurance on $150,000 at 2½ per cent	$ 4,500
Interest on $150,000 at 8 per cent	12,000
Labor	2,000
Manager's salary	3,000
Bookkeeper and office help	3,000
Necessary traveling expenses	1,000
Repairs 10 per cent	1,500
Coal	5,000
Sundry expenses, printing, etc	3,000
Making a total annual expenditure	$35,000

Which leaves a net profit after paying 8 per cent. interest on the investment of $22,200 to go into the surplus fund, or to be divided among the stockholders.

The first elevator erected at New Orleans paid 25 per cent. per annum for the first four years, which is corroborative evidence as to the correctness of the estimates here given. The most conservative estimate made by any one familiar with this business, fixes the probable net returns from an elevator here at 15½ per cent. per annum. At Buffalo, N. Y., there are forty-four elevators in the trust. Last year twenty-six of these were idle, yet the trust paid 26½ per cent. on the total investment. The location of an elevator at this port will bring Mobile at once to the front as an outlet for the export grain trade, and would also be a profitable investment for our people.

HUNTLEY, CRANSON & HAMMOND.

One of the most enterprising, progressive and successful firms engaged in the manufacture of grain cleaning machinery, is Huntley, Cranson & Hammond, proprietors of the Monitor Works at Silver Creek, N. Y. When this firm secured control of the Monitor Works only eight men were employed; it is now one of the largest factories of its kind. From the time this firm took possession the business commenced to grow, and it was found necessary to enlarge the works.

Different kinds of grain cleaning and buckwheat machinery were added to the products, and now they manufacture the following patented machines: Cranson's Wheat Scouring, Polishing and Separating Machines; Cranson's Buckwheat Scouring, Polishing and Separating Machines; Cranson's Corn Scouring, Polishing and Separating Machines; Cranson's Roller Buckwheat Shucker; Monitor Dustless Receiving and Elevating Separator; Monitor Dustless Milling Separator; Monitor Dustless Malt and Barley Separator; Monitor Malt and Barley Scourer; Monitor Oat Scourer; Diamond Dustless Corn Sheller and Separator, and Diamond Corn Sheller.

These machines are sold in all civilized countries, and the foreign, as well as the home demand, is constantly increasing. The firm now employs over eighty men, and sends out over 1,500 machines annually.

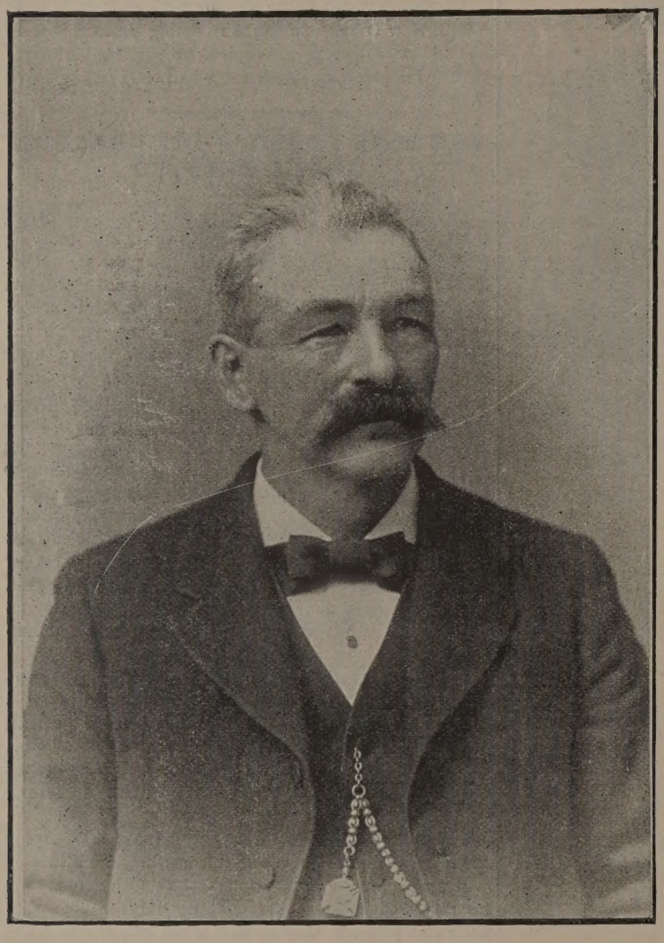
The members of the firm, whose portraits appear on this page, are well and favorably known to the members of the milling trade,

William Wallace Huntley, the senior member of the firm, was born in Hanover, Chautauqua county, New York, Feb. 5, 1831. He received his education in the schools of Silver Creek, which he attended during several winter terms. He spent his summers on the lakes and in the shipyards. He worked at carriage building for one year, and then was engaged at blacksmithing at intervals, besides working on houses, railroad bridges and mills. In 1854 he was united in marriage to Mary Chapman of Onondaga county, New York.

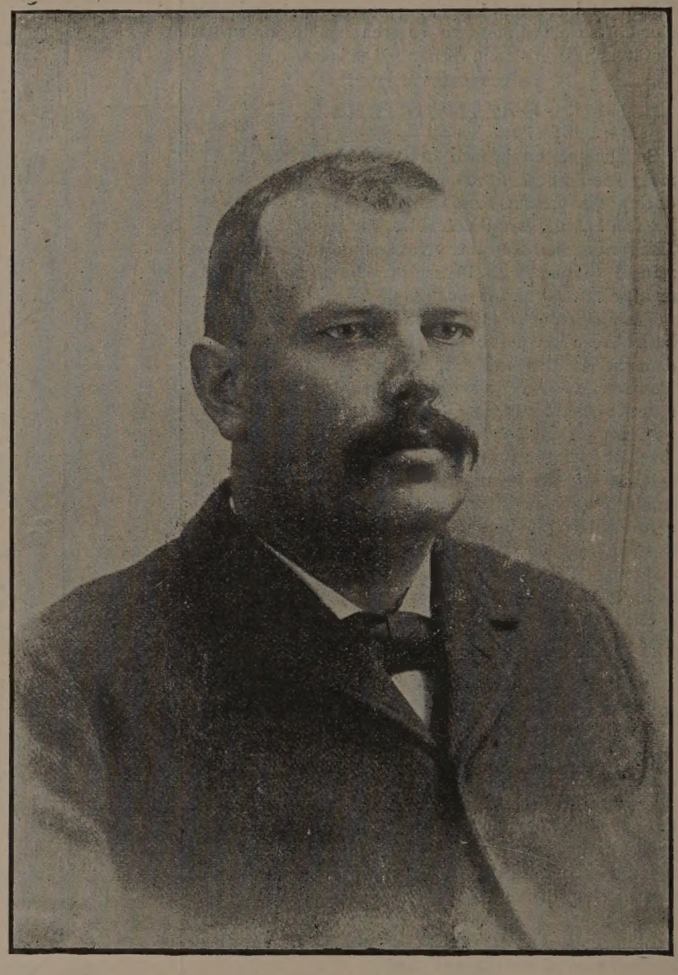
In 1858 he commenced working for E. Montgomery & Co., who were the first to establish a smut machine manufactory at Silver Creek. While working for this firm he made patterns for W. R. Greenleaf, an engine builder of Silver Creek. In 1861 he invented the Excelsior Bran Duster, and the following year sold one-half interest in the patent to Alpheus Babcock for $80, the cost of obtaining it. He manufactured this duster in the shops of Montgomery & Co. until late in 1865, when the firm of Howes, Babcock & Co. bought the plant of Montgomery & Co.

Mr. Huntley continued manufacturing in the same shops until 1868, when he erected new shops of his own, which are now known as the Excelsior Works. Early in the 70's Mr. Huntley invented a middlings purifier, which proved a great success. Mr. A. P. Holcomb having acquired the interest of Alpheus Babcock in the bran duster, the firm was Huntley & Holcomb. In 1872 one-third interest in the Excelsior Works and patents was sold to Aug. Heine, and the style of the firm became Huntley, Holcomb & Heine. After ten years of successful business this firm was dissolved by the retirement of Mr. Huntley, who soon afterward bought the bolting cloth stock and business of his successor at the Excelsior Works. He admitted Mr. C. G. Hammond to partnership, and they still conduct this business, the style of the firm being Huntley & Hammond. They have established a branch house at Minneapolis, and have stocks to sell from in St. Louis, Portland, Ore., and in Canada. Their bolting cloth business amounts to over $100,000 a year.

In 1861 and 1862 Mr. Huntley assisted Alpheus Babcock in remodeling his smut machine, and together they



WILLIAM W. HUNTLEY.



CHARLES G. HAMMOND.

brought out a smut machine that was considered the best on the market. The following year he assisted Montgomery in remodeling their smut machine. The sale of this firm's plant and patents to Howes, Babcock & Co. resulted in the combination of the best elements of the different machines in a new machine.

Mr. Huntley is something of an inventor, having been granted two patents on the bran duster, four patents on the middlings purifier, one patent on a sieve, one on a machine for testing rotating parts, two patents for improvements on smut machines, and one on a ship's rudder. He has served six years as village trustee, and two consecutive years as president of the village of Silver Creek. While he was president he organized a fire department, and it was named "Huntley Hose No. 1" in his honor.

In 1886 Messrs. Huntley & Hammond purchased one-half interest in the business of manufacturing buckwheat machines, from G. S. Cranson & Son, and by the retirement of G. S. Cranson, secured a two-third interest in the Monitor Works, the style of the firm then becoming Huntley, Cranson & Hammond, Fred. L. Cranson retaining an interest in the works.

Frederick L. Cranson who, with his father, Giles S. Cranson, established the Monitor Works seven years ago, was born in Rome, Oneida county, New York, March 16, 1855. He was educated in the common schools, afterward learned the art of telegraphy, and was employed as telegraph operator for seven years. He has charge of the correspondence, advertising and the traveling men of the firm. He is an active and influential member of Dunkirk Commandery, No. 40 Knights Templar, has received the 32d degree, A. and A. Scottish rite, and is a member of the Order of the Mystic Shrine, Ismalia Temple, Buffalo, N. Y. He is now Mayor of Silver Creek. His wife was Elizabeth A. Perkhurst of Clockville, N. Y. His father started to make buckwheat hullers in 1879, and six years later established the Monitor Works.

Charles G. Hammond was born at Silver Creek, N. Y., June 30, 1858. He was educated in the schools of Silver Creek, and in 1872 commenced learning the trade of a tinner, working at this from 1872 until 1877. In 1877 he took a course in Eastman's Business College at Poughkeepsie, N. Y., graduating in May, 1877. He afterward worked in the office of Huntley, Holcomb & Heine at his trade as a tinner, and also clerked in a hardware store. Jan. 1, 1880, he bought a half interest in the hardware store where he had been working, and conducted this business with the senior member of the firm until October, 1883, at which time he associated himself with W. W. Huntley, who had purchased of Aug. Heine the Excelsior Bolting Cloth business, the importation and making up of same. He has continued this business with Mr. Huntley until the present time, under the style of Huntley & Hammond.

Early in 1886 Mr. Hammond and Mr. Huntley associated with G. S. Cranson & Son in the manufacture of grain cleaning and buckwheat machinery, and continued the business under the style of Cranson, Huntley & Co. until March, 1889, when Mr. G. S. Cranson retired, and the firm name became Huntley, Cranson & Hammond, in which the members have equal interest.

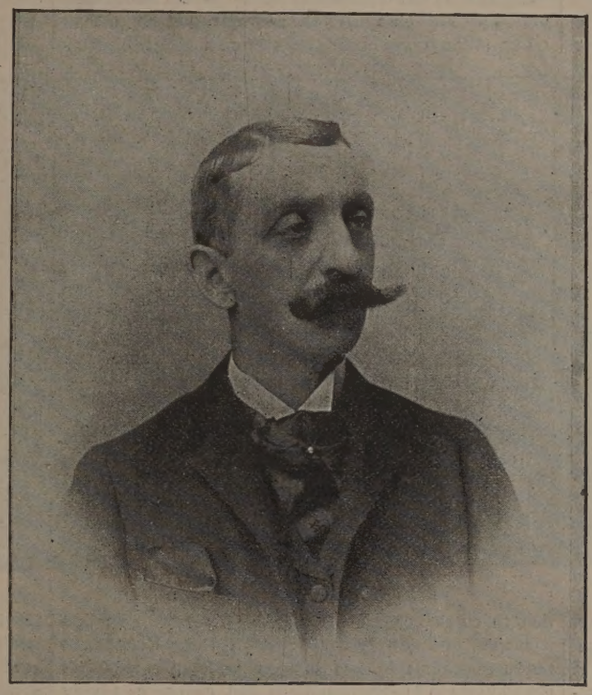
In November, 1880, Mr. Hammond was married to Miss Nettie Chapman of Sheboygan Falls, Wis.

THE ENGLISH SPARROW.

Miss Ormerod, the accomplished entomologist to the Royal Agricultural Society of England, is as hard on this attendant on humanity as any of the devotees of the village sparrow club itself. She declares that whatever it may eat in towns, it is, in the country, to her personal knowledge, a cause of fearful annual loss. This not only by its raids on the corn fields, but by driving away the swallows and martins, who are among our best friends in protection against insects. She assures us that she has in her hands a vast mass of evidence as to the absolute curse that this bird is to British agriculture. On the other hand, her feelings are far less excited on the subject of the corvidæ, although farmers generally condemn the rook and all his relatives as an unmitigated pest; but she claims that weather, state of land and crops greatly modify the doings, whether good or bad, of our black-plumaged friends.

DEFECT IN KANSAS' INSPECTION LAWS.

"Almost a year and a half ago," says the Kansas City *Journal*, "a Missouri state inspector attempted to inspect a carload of grain which stood on track across the line in Kansas City, Kan. The man was arrested for violating a state law and fined a nominal sum, it being held in court that all grain inspected in the state of Kansas must be inspected by Kansas inspectors. Ever since that time the grain merchants of this city have been guided by the ruling of the trial court, and every car of grain inspected across the line has been graded by Kansas inspectors, and a fee of 25 cents has been paid on every car. The matter has just been brought up again, and the opinion of Attorney-General John K. Ives had upon the decision of the court, and the result is that the interpretation placed upon the law originally is reversed. The Attorney-General, in brief, holds that Missouri state inspectors or the inspectors of any corporation or individual, can go over into the state of Kansas and grade wheat, so long as the grain is not at a regular warehouse; there, and there only does the Attorney-General hold the laws of Kansas to mean that only its official inspector shall pass upon the question of grade.



FREDERICK L. CRANSON.

"In all probability had it not been for the obstinacy of certain members of the Kansas City grain inspection force this question would not have been settled, at least for some time; but the simple matter of requesting the inspectors to seal the cars after they had inspected them led to the knock out blow, which is to the great gain of this market.

"Some three or four weeks ago the Commercial Exchange decided, as a step looking toward decreasing the shortage on grain in transit, that hereafter all cars coming into this market should be kept continually sealed with the private seal of the exchange, and the inspectors for the exchange were instructed that as soon as they had broken the seal on a car coming in to market, and inspected the grain, to immediately put one of their own private seals on, and thus be able to note, when the car left the yards for its final destination, whether or not any grain had been taken therefrom.

"However, this instruction was not enough, as many cars were opened across the line for inspection by the state authorities, and left to be switched around the yards with the doors entirely unprotected against thieves. The reason for inspecting grain while yet in Kansas is that often a car arrives in the yards there and is two or three days in getting over to this side; upon receipt of information stating that the car is there for him, the grain man here to whom the car is consigned will immediately order it inspected, and long before the grain can get over here it is sold, hence the reason for not waiting until it could come within the jurisdiction of the Missouri inspectors.

"Having ordered their own inspectors to seal cars after them, the directors of the Commercial Exchange made a request to the Kansas grain inspectors to the effect that they also seal their cars, but the request was refused, and that prompted the inquiry. For a long time the exchange had been hard at work ferreting out a most aggravated shortage in weights, and all means were being taken to prevent the possibility of stealing in these yards, and one of these means determined upon was this custom of keeping cars sealed.

"The opinion is plain and brief. In effect it says that there are places in Kansas where it is illegal for any inspector other than a state official to inspect grain, but that those places are only at regular warehouses. In railroad yards or elsewhere the laws of Kansas exclude no one, and full privilege is given to the railroads whom to allow and whom not to allow to inspect grain while in their yards."

The Kansas law does not provide for the inspection of any grain that does not go into public warehouses at point of inspection. Section 5 of the law provides that, "It shall be the duty of every public warehouseman to receive for storage any grain, dry and suitable for warehousing, that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between the persons desiring to avail themselves of warehouse facilities. Such grain to be in all cases inspected and graded by a duly authorized inspector."

Section 42 of the law provides that, "All grain grown in the state of Kansas and stored in any public elevator or warehouse in said state must be weighed by a weigher and inspector provided for in this act, and such weighing and inspecting shall be final as between the parties interested, subject to appeal as hereinbefore provided." No reference is made to Kansas grown grain that is not stored in a public warehouse.

GALVESTON'S EXPORT GRAIN TRADE.

In an interview published in the *News* of Galveston, Tex., recently a prominent commission merchant said: "There is one thing about Galveston's export grain trade, and that is that the grain won't seek the port unaided. There is a dearth of regular grain men here. There are enough cotton commission men, but they are not grain men. This city is in the front rank as a cotten shipping point, why should it not be as a grain shipping point? It would be if the trade was handled as it should be handled. I'll tell you how the matter now stands.

"Last year this city handled between 500,000 and 600,000 bushels of wheat. Then we had but the flouring mill's elevator, and that was practically the first grain exported through this port. This year we have a 1,000,000 bushel elevator ready for business, but we have no grain men to handle the wheat. To be sure we have two or three grain dealers here, but should have ten more.

"The elevator charges here are reasonable, in fact in that respect Galveston is quite as well off as are Northern grain centers. Freight rates will be low enough into this city from the wheat fields. The railroads are showing a disposition to make satisfactory rates to this point, and the only need now is a number of hustling grain buyers.

"There is no reason why Galveston should not export more grain the coming season than New Orleans. We are nearer to the wheat fields and are right on the gulf, whereas New Orleans is 110 miles up the Mississippi.

"There is a plenty of money in bank here to handle all the grain that can be secured, and there is no doubt that every encouragement will be offered to grain men settling here. There should be shipped from Galveston during the season of 1892-93 not less than 6,000,000 bushels of wheat, besides a large quantity of Texas raised corn."

According to the report of the New Orleans grain inspectors 111,998 bushels of corn and 235,141 of wheat were exported from that port during July, against 122,379 bushels of corn and 996,898 bushels of wheat in July, 1891. During June 3,600 bushels of corn and 95,000 of wheat were exported, against 71,555 bushels of corn and 307,235 of wheat in June, 1891.

OPTIONS AND FUTURES.

[From the speech of Senator Vest of Missouri against the Washburn-Hatch Bill.]

Mr. President, I have earnestly endeavored to persuade myself that the path of duty lay in the direction of supporting the pending bill. I have examined it very thoroughly again and again, and I have been unable to come to any other conclusion than that this measure is one of the most pernicious which has come before the Congress of the United States during my fourteen years of public service. Speaking from my own standpoint and for myself alone I would be compelled to give up every conviction I entertain as to the structure and autonomy of our government before I could give my sanction to this bill.

I know the aggressive and almost overwhelming public sentiment in certain portions of the country in its favor. I know that explanation will be required in every farming community why opposition is made. I would rather explain my vote in every township in Missouri from now until the November election than to put myself on record in favor of a bill about the unconstitutionality and the vicious tendency of which I have not the slightest doubt. If I could vote for this measure I would support class legislation as a rule, for I have seen no bill before the Senate, which in its web and woof, from the first to the last word in it, contains so much of the essence of class legislation and of nothing else.

This bill proposes, under the fraudulent pretext of collecting revenue, to police every state in the Union. It proposes to go into the state of Missouri and take possession of transactions in wheat and corn and pork which are raised in the state, sold in the state, consumed in the state, sold by a citizen of the state to another citizen of the state; and yet the Federal Government is to take control and jurisdiction, either under its power to collect revenue or under its power to regulate commerce among the states and with foreign countries.

Now let us look at the bill and understand what it means. With due respect to those who supported it in a co-ordinate branch of the government, I must assume that the bill was never critically examined and analyzed before that vote was given. It is divided into two separate jurisdictions, I may term them two separate portions, the connection between which is entirely illogical. The first eleven sections of the bill apply to one thing. From the twelfth section on the bill applies to another thing. The first eleven sections of the bill are intended to destroy options and futures. The twelfth section, as I shall show beyond doubt, is intended to furnish a pretense for those who desire to meet public sentiment for supporting the bill as a revenue measure.

The twelfth section has no logical connection whatever with the first eleven sections. The essence of the bill is contained in the first eleven sections. Without reading it in extenso, it amounts to this, that every one who deals in options and futures, defined in the first and second sections of the bill, shall take out a license, for which that person is to pay $1,000 and also to pay 5 cents a pound upon cotton, lard and other commodities mentioned in the third section sold by him, and 20 cents a bushel upon wheat, corn, rye, etc.

If it be possible for the sale of futures and options to put down the market, the testimony is overwhelming on behalf of the friends of this bill, if it amounts to anything at all, that this is the result of dealing in options and futures. Then why is the market ever permitted to go up at all? If it is the interest of the bears to put it down and they have it within their own hands to put it down by selling phantom wheat and phantom cotton why do they not follow the inevitable result of their own self interest and continue the depression?

I return for a single instant to the legal aspect of the case, which is amply sufficient for me. I voted against the oleomargarine bill and I have never regretted it. This bill is worse. It is a bold, naked, legislative highwayman, booted, spurred and masked as a revenue collector, when in reality it is a police officer. There is no pretense that the eleven operating sections of the bill would raise a dollar. They are framed for the purpose of stamping out what is considered a deleterious practice in the states of the Union. If that can be done, lotteries, faro banks, brothels, infectious diseases, all subjects of police power, can be taken up by Congress and disposed of without consulting the states. Other senators may find that they can, under some sort of an excuse, vote for a bill like this; I am unable to do so. Perhaps it is my fault, but still the truth remains.

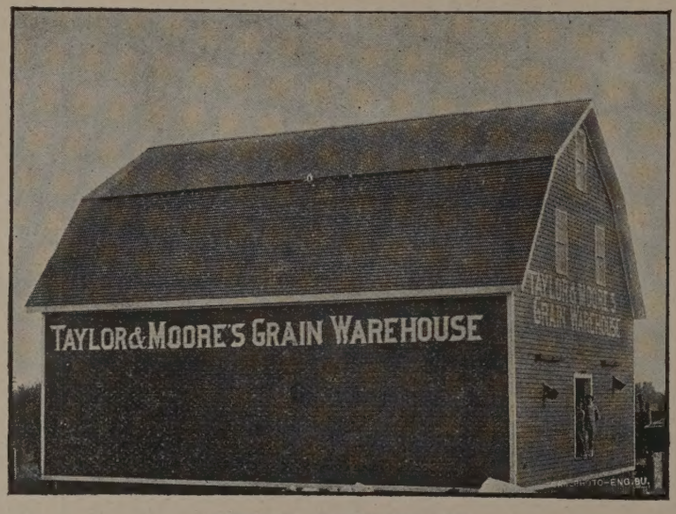
Mr. President, when I took up this bill with every hope that I could support it I asked myself, first, the question after reading it, is this a bill to raise revenue or is it a bill for police purposes? I could give to myself but one answer. Unquestionably, indubitably, it is an exercise of police power. What police power is sought to be exercised? The police power that exterminates a certain species of gambling in the states, confined to the products of a state between the citizens of a state. I then asked myself the other question, has Congress the power to go into a state and exercise a police power without the consent of the state authorities in regard to a subject like this? I could again give myself but one answer.

Now, I am told that this option and future dealing limits and obstructs commerce among the states and with foreign nations. My own observation teaches me that this cannot be so. On the other hand it increases transactions. The letter I have read shows, it seems to me, beyond question, that if we pass this bill we limit our foreign trade, and unquestionably we would limit transactions between citizens of the respective states.

I grant the power of Congress to remove any obstruction to commerce among the states and with foreign countries. I know that the Supreme Court has gone to the furthest limit in two decisions, at least, in regard to obstructions to foreign commerce and commerce among the states; but when the evidence is presented to me in my own actual observation I can come to no other conclusion (and I speak for no one but myself), but that it is no obstruction. How can it be an obstruction unless every other transaction can be called an obstruction to commerce among the states? There is nothing in it except an indirect effect at best, and who can undertake to say that when I sell to a neighbor in Missouri for future delivery to be delivered to him at some day afterward I am obstructing commerce with Illinois or with Kansas? It seems to me that the statement of the proposition shows that it is absolutely impossible.

Mr. President, I believe with Chief Justice Chase that there are limitations in the Constitution. I believe that the police power as to the subject mentioned in this bill rests with the states and not with the Federal Government, and so believing I should trample upon the convictions of my lifetime and do injustice to my own conscience and judgment if I gave indirectly even any support to a measure of this kind. It cannot be amended because it is vicious in principle. It cannot be made better because fundamentally it is wrong. It is an attempt to meet a popular demand, and that demand in my judgment not based upon the real condition of affairs existing in this country.

It is strange how, when a farmer contracts his hogs or grain, fully expecting the same to be lower at time of delivery, he will kick if the tables are the other way. But if he happens to catch the buyer napping he and his neighbors are tickled as much as a boy with a new pair of red-topped boots.—*Wilton (Ia.) Review.*



ELEVATOR AT WELLAND, ONT.

ELEVATOR AT WELLAND, ONT.

Considerable grain is grown in Southern Ontario, and here and there we find country elevators of recent construction, equipped with all the modern appliances for handling grain. At Welland, Ont., which has two railroads and the Welland Canal to ship grain by, is the house illustrated herewith. It is operated by Taylor & Moore, grain buyers and dealers in flour and feed. This enterprising firm of young men only started in 1891, but they are pushing things lively and have already succeeded in building up a large trade. Their grain warehouse is situated at the Grand Trunk R. R. station, where they buy in all kinds of grain. Their store and office is on Main street, where they handle their flour, feed and oatmeal. They make a specialty of "Norris' family and pastry flour." L. H. Taylor and Richard Moore are the names of the firm, and they are fully alive to anything or everything that adds to the general welfare of the town.

AGAINST THE SUB-TREASURY BILL

The House Ways and Means Committee August 5 made a unanimous report adverse to the Sub-treasury Bill. The objections are briefly stated as follows:

If there should be a reduction in value of goods after they are stored below 80 per cent. the government would lose; if the value increased the government would get none of the profits. The jurisdiction of Federal courts would be increased so as to make them an instrument of oppression to the people. The bill tends strongly toward centralization and interferes with individual freedom. Great fluctuations in currency will follow its enactment. The operations of the bill would not be confined to farmers, but the iron man, the lumberman and the manufacturers generally would complain until the government fixed a limit to possible loss to 20 per cent. to them, and so on. The government would be usurping the functions of the citizens and attending to everybody's business but its own. The inauguration of the scheme would be the speculator's delight; he could carry $470,000 worth of wheat with less than $95,000 cash, and pay the government only 1 per cent. interest. The great increase in the number of Federal officials would make it almost impossible to dislodge a corrupt administration. No provision is made for the redemption of the many millions to be issued under the bill and banks would have the power to force a destruction of any part of the government's money. The bill is class legislation and it would be unjust to the day laborer and other toilers. People having a particular kind of property to deposit could get money at 1 per cent. from the government and lend it at a higher rate to other persons. Lastly it is violative of the Constitution as is shown by citations from the highest judicial tribunals in the land.

LOSS FROM GRAIN WEEVILS IN TEXAS.

A Texas correspondent of *Insect Life* writes: For many years in succession I had my corn in the bin more or less ruined by weevils. From my own experience in this line, and what I know from other sources, I should judge that there is *an annual loss of over a million of dollars from weevils in Texas alone.*

Last fall, in putting up my corn, I placed two open bottles containing bisulphide of carbon about 4 feet apart on the floor of the bin. The mouths of these bottles were covered with a single layer of cheese-cloth, and each bottle covered with an old broken box. The corn was thrown on these boxes and the bin filled to its utmost capacity.

The result of this experiment was highly successful. what live weevils were admitted from the field were destroyed, and none further appeared. Thus at a cost of 50 cents, with very little trouble, I effectually protected about 500 bushels of corn against the weevils. Another feature about this experiment is that I have noticed neither mouse nor rat in the bin, nor any traces of them, which was not the case before, for in previous years they too had done great damage to the corn.

THE SONG OF CORN.

I am the national flower,
The plant of plants,
American maize, sometimes called Corn.
When I wave my leaves
Let other vegetables lie down,
And when I flaunt my tassel in the air
Let other flowers subside.
The seasons and the weather are mine;
For me the rains fall and the sun shines.
The hotter it is the better I like it.
When it is ninety degrees in the shade
I thrive, but when it is one hundred
I rejoice. I toil not, neither do I spin,
Yet Solomon in all his glory
Could not stand the heat as I can.
When men perspire by day
And sweat by night,
I simply grow.
The hotter it is the faster I grow.
Hence roasting ears, corn bread,
Flap-jacks, cerealine,
Hominy, cornstarch pudding
And whisky.
Man is born unto sweat as
The sparks fly upward;
But my mission is to rejoice
In the heat and grow big,
While humanity wilts and withers.
Therefore, lift up your voices,
Ye sons of men;
Wipe the perspiration from your faces
And sing aloud my praises,
The praises of Corn,
Which rejoices in the heat
And sweats not.

—*Indianapolis Journal.*

COMMUNICATED

[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

BUSY ON OLD CROP.

Editor American Elevator and Grain Trade:—W. W. Cargill & Bro. are still very busy on the old crop and from all present indications along our line, the Southern Minnesota, we will have another immense crop to handle.

Yours respectfully, W. B. CLISBY.

La Crosse, Wis.

THE FINEST.

Editor American Elevator and Grain Trade:—As I am nearing the completion of the T. & O. Elevator at this place I wish you would send my AMERICAN ELEVATOR AND GRAIN TRADE to Buffalo, N. Y. We have the finest little house here that there is in the South. Inclosed please find $1 for renewal of my subscription.

Yours truly, GEO. M. TILSTAD.

Galveston, Tex.

RETIRED FROM THE GRAIN BUSINESS.

Editor American Elevator and Grain Trade:—Paddock, Hodge & Co. of Toledo, O., are building the elevator here. It will be operated by Green Bros. & Green, grain buyers at Oakland. Since my elevator burned last January I have not been in the grain business. About August 20 I intend to leave this part of the country for Eddy, N. M., where I expect to make my home. If I were going to continue in the grain business I would take both the AMERICAN ELEVATOR AND GRAIN TRADE and the *American Miller*, for I think there are no better journals. I remain,

Yours very truly, R. F. LARIMER.

Oakland, Ill.

VEXATIOUS DELAYS IN TRANSIT.

Editor American Elevator and Grain Trade:—We inclose "A Pro'est, a Petition" signed by our firm, and only wish we had a hundred voices in a matter of such vital importance to the shipper.

We have suffered our full share of the inconveniences and loss resulting from vexatious delays of grain in transit. We have a case now. On July 23 we shipped via Big Four railroad a car of wheat to Toledo. The wheat was a little damp and we wanted a quick delivery. We followed the car with a tracer asking that it be hurried to destination.

Over a week passed and the car had not arrived. We asked our local agent to wire a tracer. He did so. Al our efforts have been in vain. Up to this date, August 11, the car is still out.

Nearly twenty days to Toledo is simply an outrage. We could name hundreds of instances of a similar character. In this case the loss will be heavy for the wheat will come out in bad shape.

Push the protest and petition.

I. W. SAWIN & CO.

Loxa, Ill.

CHANGED LOCATION.

Editor American Elevator and Grain Trade:—I am handling wheat for the Pacific Coast Elevator Company of Portland, Ore., for the season at this station, and you will please change the address of my paper from Spokane to Tekoa. This town is in the best part of the Palouse country at the junction of the Union Pacific with the Mullin and Pleasant Valley branches. The people offer inducements for a mill.

Yours truly, H. BIBBINS.

Tekoa, Wash.

ONE-SIDED RULES.

Editor American Elevator and Grain Trade:—I am pleased to note that you are taking up the matter of unreasonable delays of grain in transit and the present one-sidedness of the rules governing delays. The present rules are certainly too one-sided to be just and I think you are taking a step in the right direction.

I inclose the protest signed by two of my fellow shippers in this city and by myself, and it certainly gives me great pleasure to send it to you, and I trust shippers all over will respond promptly, and that the desired end may be accomplished.

Yours truly, GEO. W. ECKERT.

Allentown, Pa.

A SKY SCRAPER.

Editor American Elevator and Grain Trade:—A new elevator, of the sky-scraping variety, 65 feet high, 24x32 feet on the ground, has just been completed at Cushing, Ia., by C. D. Sanborn. This plan of an elevator is designed for great storage capacity, as six of the twelve bins are cribbed from the ground floor, but hoppered the same height as the others. This gives twelve hoppered bins and six flat ones to be used in case of necessity. Occupying small ground space yet the house has a capacity for 25,000 bushels.

A new elevator of the same style and size has also been built by Conger & Crowley at Galva, Ia.

Yours, DEALER.

SUBSIDIZED PRESS.

Editor American Elevator and Grain Trade:—The following statement of Capt. E. D. Fisk is *too true:*

THE ERIE CANAL

AND THOUSANDS OF CANAL BOATS, TUGS, TOWBOATS, DRY DOCKS AND STORES MADE WORTHLESS.

WHO IS TO BLAME?

RAILROADS AIDED BY THE PRESS OF BUFFALO AND STATE REPRESENTATIVES FROM ERIE COUNTY.

A BOLD CHARGE. HOWEVER, IT IS TRUE.

Why the press of Buffalo and Senators and Assemblymen from Erie County have aided the railroad companies in crippling the Erie Canal is a conundrum hard to solve.

In the effort to restrict the notorious railroad grain elevator combines of New York and Buffalo, the press of Buffalo and state representatives from Erie County have gone to extremes to sustain the combines. Senators Titus, McMillian, Laughlin and the present incumbent, Senator Endries, have acted more like paid attorneys for the railroad companies than they have like impartial representatives of the people.

Since the Erie Canal and its equipment of canal boats, tugs, towboats, dry docks and stores, costing altogether about $150,000,000, have been rendered nearly worthless on account of *extortionate elevator charges*, it is quite time that the enemies to the Erie Canal are publicly exposed.

Although Erie County has been classed with canal counties, it has actually done more to injure the Erie Canal than all the anti-canal counties in the state.

Forty-four elevators in a pool, and 26 of them idle the year round, and receive 26¼ per cent. dividends, is all right with the press and state representatives of Buffalo.

These Buffalo railroad sympathizers also sustain the railroad grain elevator combines in evading the McEvoy Elevator Law, which has been decided to be constitutional by the highest tribunals in the United States.

They even sanction the act of railroad companies charging eight cents a bushel for carrying wheat when the canal is closed and only *two cents* when the canal is open.

Now, unless the *true* friends of the Erie Canal unite and act promptly the canal, although now capable of floating two hundred million bushels of grain annually to tidewater, will be frozen out of the grain trade altogether.

CAPT. E. D. FISK,
A Canal Boat Owner.

Both the press and state representatives of Buffalo ought to be publicly scolded for the way they have aided railroad companies in slaughtering the Erie Canal.

Yours sincerely, M. DEPUY.

Rochester, N. Y.

STORAGE RATES AT TOLEDO

Editor American Elevator and Grain Trade:—Until further notice on all sound grain, elevating charges, including storage in the houses of the Toledo & Wabash Elevator Company for ten days or any part thereof, will be one-half of a cent per bushel, and for each succeeding ten days or any part thereof a storage charge of one fourth of a cent a bushel will be made.

Wishing to utilize our storage room to a fuller extent we make the especially low rate on a limited quantity of grain of grades not below No 3, for winter storage (exclusive of elevating charges) from August 1, 1892, to May 5, 1893, inclusive, the same as summer rates, except in cases where storage has accumulated, as follows, on and after:

August 1, 1892,	to	September 1, 1892,	½c	a bushel.
September 1, "	"	October "	"	½c	"
October " "	"	November "	"	½c	"
November " "	"	December "	"	½c	"
December " "	"	May 5, 1893,	2½c	"
August " "	"	" "	4	"

After which there will be no further storage charge until and including May 5, 1893.

Respectfully, I. E. HAVILAND,

Toledo, Ohio. Superintendent.

Queries and Replies.

Questions and answers are inserted under this head free of charge and all are invited to avail themselves of this column.

No. 2. Shrinkage — Storage. — Will some of the readers of the AMERICAN ELEVATOR AND GRAIN TRADE kindly inform me what is the usual shrinkage in wheat, corn and oats from harvest to May in the Western states and what is the customary charge for storing grain fo farmers at country points?—DEALER.

No. 3. Drying Corn With Separator.—I would consider it a great favor if some of the readers of the AMERICAN ELEVATOR AND GRAIN TRADE would inform me through its columns if they have succeeded in reducing the amount of moisture in corn of the last crop enough to have it graded No. 2 at Chicago by running it through a separator. If any have succeeded in doing this I would be pleased to know what kind of a separator they used and by whom it is made. Also how many times they run the corn through the machine and how much power is required to run it.—NUMBER FOUR.

To Cuba we shipped in June 97,994 bushels of corn, against 5,980 bushels in June, 1890; and in the twelve months 627,177 bushels, valued at $369,131, compared with 367,324 bushels, valued at $220,187, in the twelve months ending with June, 1891.

In June we exported of wheat to England 5,055,964 bushels, to Germany 1,324,231, and to France 100,534, against 2,989,781 bushels, 124,299 bushels, and 2,439,116 bushels respectively in June last year. In the twelve months ending with June we exported to England 67,293,960 bushels, valued at $68,704,503; to Germany 7,635,926 bushels, valued at $7,842 902, and to France 42,139,488 bushels, valued at $43,778,633, in comparison with 29,820,650 bushels, valued at $27,281,400, exported to England; 263,887 bushels, valued at $295,953, to Germany, and 13,843,054 bushels, valued at $12,590,322, to France, in the corresponding twelve months ending with June, 1891.

Trade Notes.

Tell me not in mournful numbers
Advertising does not pay,
For the man is non compos mentis
Who would such absurd things say.

J. K. Karr of La Crosse, Wis., has been granted a patent on an apparatus for elevating grain in a box car.

Continuous advertising pays best, and repeating "ads," like repeating rifles, will, if the magazine's space is kept full, do the business every time.

Wolf & Frahm, manufacturers of grain meters at Audubon, Ia., have been succeeded by the J. G. Wolf Manufacturing Company, incorporated.

The Jeffrey Manufacturing Company of Columbus, O., write us: "We are getting out a complete line of link belting and so far have been unable to keep up with the demand."

Check your advertisements at the end of the month and you'll find that no paper on your list produces more satisfactory results than the AMERICAN ELEVATOR AND GRAIN TRADE.

James Leffel & Co. of Springfield, O., have issued an engine pamphlet that should be perused by every power user about to make changes or improvements. Copies can be secured upon application.

The employes of the Webster Manufacturing Company, manufacturing mill and elevator supplies at Chicago, held a big picnic July 16 at Pottawatomie Park. Games and dances filled an enjoyable programme.

"Ye Spanish Tile" is the title of a neat little illustrated pamphlet issued by Merchant & Co. of Philadelphia, manufacturers of Spanish pattern metal tile and all kinds of roofing plates. Like all of this firm's pamphlets this one is a work of art.

The man who does not put all his might and strength into the tug o' war for trade will be surprised how swiftly he can descend the toboggan slide of adversity. How foolish is that merchant who, swinging idly in his hammock, expects business to come to him, and because it does not, grumble that he is the football of fate. He will end up by having to subsist on fish balls or, worse still, on the proceeds of charity balls.

Mr. A. H. Nordyke, the president of the Nordyke & Marmon Company, has gone to Europe to arrange more systematically for handling their products in those countries, in which they are well established, and to prepare for a more vigorous canvass of territory so far only indifferently worked. During his trip he will visit the best mills in Europe and acquaint himself with the demands of millers of different localities. He will pay particular attention to corn milling, which has assumed wonderful magnitude in the short time since our government made its first effort to introduce high-class corn goods into the old world. One point of special interest which he will visit is Buda-Pesth, Hungary. This point for years was known as the birthplace and home of flour making by the roller process. Great ideas and improvements in milling were evolved there, but her milling engineers were unable to keep pace with Yankee ingenuity. —*Journal, Indianapolis, Ind.*

James Leffel & Co., Springfield, O., who have now been continuously engaged in business at that place for thirty years manufacturing their well known specialties of steam engines and boilers and turbine water wheels, report an active trade in their lines. Especially is the demand for their engines and boilers for grain elevator work very heavy. With their long experience in this special branch of work and the many outfits they have furnished for elevator use they are enabled to turn out a rig that is just what is desired for the purpose. Their engines are simple in construction, strong, substantial and durable, and they build all of their boilers of best open-hearth homogeneous steel plate of 60,000 pounds tensile strength and carefully run and test each outfit before it leaves their works to see that it is in thorough good working order. Any of our readers contemplating using anything in this line will find it to their interest to write to James Leffel & Co., Springfield, O., for their fine new engine pamphlet and get their figures.

The A. P. Dickey Manufacturing Company of Racine, Wis., one of the leading manufacturers of grain cleaners, report that it is having a splendid season with its goods. This firm has devoted some years to the perfecting of machinery that would clean all kinds of grain and also flax to a desirable grade in one and the same machine. This they claim to have accomplished in the Overblast Suction Separator which is now having a great sale all over the country. This machine is intended for small houses, but can be made of larger sizes for houses of greater capacity. They have a number of letters from elevator men using the Overblast Suction Separator in which its work is highly commended. This firm is also having good success with its Quadruple Separator, and lately took 39,000 pounds of screenings out from under some other machines after the other cleaners could do nothing more with them, and cleaned up 159 bushels and 40 pounds of good wheat out of it, this is one of the strong claims for this machine and the makers have a number of flattering testimonials from users.

CANALS VS. RAILROADS.

In spite of all that the state of New York has done in the past and is still doing to foster transportation by the Erie Canal, the present condition of the canal boatmen is not a happy one. They are able to divert only a small quantity of grain, comparatively, at the initial shipping point—Buffalo—and rates are so low that no money can be made out of the little business done. The railroads have been carrying grain from Buffalo to New York at 2½ cents per bushel, and boat owners say that with no tolls to pay, and, in fact, with nothing but slow motive power to move the floating grain from one end of the canal to the other, they can't compete with these rates and continue business. The canal opened this year on May 1, and some idea of the falling off in the traffic may be obtained from the following table, showing the receipts of grain—including flour and meal reduced to bushels—at the port of New York in May and June in each of the past two years, together with the percentage arriving by each route, as compiled from the official tables of the New York Produce Exchange:

Route.	May and June, 1891.		May and June, 1892.	
	Bushels.	Per ct.	Bushels.	Per ct.
New York Central	3,615,867	17.67	7,299,513	27 81
Erie	3,959,336	19.35	5,171,264	19.71
Pennsylvania	707,905	3 67	1,055,750	4.02
Del., Lac. & Western	486,134	2.38	376 408	1.43
West Shore	2,301,829	11.26	2,795,751	10.66
Lehigh Valley	2,055,732	10.05	3,665,304	13.97
Baltimore & Ohio	144,734	.72	255,439	.97
Various	65,935	.33	84,280	.32
Total R. R.	13,387,473	65.43	20,703,709	78.89
River and coast	85,539	.42	249,436	.95
Canal	6,988,600	34.15	5,291,000	20.16
Total water	7,074,139	34 57	5,540,436	21.11
Grand total	20,461,612	100.	26,244,145	100.

In the two months named, although there was a large increase in the aggregate grain receipts at New York, there was a reduction in the quantity coming by canal from 34.15 per cent. last year to 20.16 per cent. during May and June last, while the percentage carried by the New York Central alone rose from 17.67 to 27.81 per cent. The Central carried 2,000,000 bushels or 7.65 per cent. more than all the canal boats; it has done a steady and large business throughout the year, transporting between 3,250,000 and nearly 4,000,000 bushels each month, with the exception of March last which was light. On the other hand, the West Shore began the year with 4,250,000 bushels for January, but its grain traffic steadily declined from month to month until the receipts for June over that line amounted to only 910,642 bushels. Erie's grain traffic shows a steady growth to the end of May with a material falling off for June, due in part to the fact that the receipts in that month were only about two-thirds the average of the season. With the level track, and it might almost be said perfect roadbed of the New York Central and the West Shore, it is becoming apparent that transportation by rail between the lakes and the seaboard can hereafter be conducted as cheaply if, indeed, not cheaper, than by any water route that now exists or may be established. What might the railroads not have done, if they had received in the past sixty years as much state aid and moral encouragement as has been extended to the Erie Canal?

In the month of July alone 21,000,000 bushels of grain reached Buffalo by lake, while for the season the receipts aggregate 75,000,000 bushels, which is far in excess of anything ever before known. In 1890, which was the best year for the lake traffic previous to the current season, the canals took nearly 43 per cent. of the grain arriving by lake vessels, against a shade over 20 per cent. this year. Furthermore, canal rates are now 30 per cent. lower than they were in 1890. Clearances of canal boats from Buffalo in the first three months of this year numbered 2,070, against 3,042 in 1890, and 4,957 in 1881. The receipts of grain at New York port by the different routes during the year 1891 and also for the first six months of the current year, together with the percentages coming over each, are given in the following table, the figures being taken from the Produce Exchange monthly reports:

Route.	Year 1891.		First 6 months 1892.	
	Bushels.	Per ct.	Bushels.	Per ct.
New York Central	35,724,635	22.63	19,359,325	25.65
Erie	31,720,511	20.09	16,395,942	21.72
Pennsylvania	7,508,164	4.76	4,242,891	5.62
Del., Lac. & Western	4,938,939	3.13	2,243,542	2.97
West Shore	24,204,323	15.33	15,467,065	20 49
Lehigh Valley	18,260,754	11.57	9,737,724	12.96
Baltimore & Ohio	1,469,112	.93	1,016,794	1.35
Various	1,018,203	.64	610,248	.80
Total.	124,844,643	79.08	69,071,531	91 51
River and coast	1,322,767	.83	1,114,611	1.48
Canal	31,710,941	20.09	5,291,000	7 01
Total water	33,033,708	20.92	6,505,611	8.49
Grand Total	157,878,351	100.	75 477,142	100.

As the canal was open only two months of this year, of course its percentage is comparatively smaller than the figures for the full twelve months will show. The table indicates that the Erie and the Lehigh Valley a little more than held their own, while the New York Central and the West Shore have made decided gains in their percentages. The quantities carried by the other lines are comparatively unimportant.—*Economist.*

A BIG RICE CROP.

The prospects for an abundant crop of this cereal are, according to Dan Talmage's Sons, very good. They say:

The acreage is already assures the largest crop ever grown in the United States, and under ordinary favorable conditions the outcome will be sufficient to meet home requirements and furnish some fractional amount for export. The culture has been widely taken up by cotton planters who are free and independent in monetary resources, and wherever bankers and merchants, who furnish the latter, are of any progressive disposition.

They also contend that rice is among the best of crops, safer than either cotton, sugar or tobacco, and taking the range of past five years will realize in dollars and cents double that of any other grain. So far as we can learn little has been done in Arkansas or in the upper half of Alabama and Mississippi. The temperature, needed supply of moisture and duration of season warrant a crop of any mean level in states just mentioned, as high as the Tennessee line, and on same parallel nearly over the Indian Territory.

In Florida the planters have, by means of artesian wells, insured a full supply of moisture for the making of a crop in spite of drouth. Total acreage planted or prepared 272,250 acres. Estimated yield 9,750,000 bushels—treble amount grown prior to, and double that of any year since the war.

BREAKING THE INTERSTATE COMMERCE LAW.

For some time it has been known that the Interstate Commerce Law was faulty; or, at least, that it was not carried out as its authors originally intended. In view of these facts, what the *Shipping and Commercial List* has to say relative to the faults of the Interstate Commerce Law will be read with general interest. "The Interstate Commerce Law," it says, "has been a dead letter so long that it is fortunate that the court will have to pass upon the matter in a personal case before long. Convictions were obtained for the first time of individuals indicted for breaking the law last week, and the cases go to the United States Supreme Court. That the law is violated every day in the year every one knows, and matters have gone back to the old state of affairs exactly when agents got freight at tariff rates if they could, but if they did not they either cut rates themselves or devoted their time to detecting cuts by their competitors.

Broom corn valued at $5,566 was exported in June, against $12,922 worth in June last year; and for the twelve months ending with June we exported $218,133 worth, against $172,191 worth in the corresponding months ending June, 1891.

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector P. Bird Price the grain received at Chicago during the month of July was graded as follows:

WINTER WHEAT.

Railroad.	White.			Turkish.			Red.				
	2	3	4	1	2	3	1	2	3	4	No G'de
C., B. & Q.	..	1	2	20	25	80	..	36	107	95	22
C., R. I. & P.	..	1	1	4	11	249	1	47	57	28	8
C. & A.	1	7	..	..	44	36	..	75	187	27	8
Illinois Central	2	3	..	..	11	3	..	261	163	25	.....
Galena Div. N. W.	..	..	..	..	1	.....	..	....	2	1	.....
Wis. Div. N. W.	..	..	..	..	...	.....	..	9	3	...	.....
W. St. L. & P.	..	1	1	..	2	1	..	88	99	32	8
C. & E. I.	1	..	..	..	1	1	..	302	87	10	2
C., M. & St. P.	..	..	..	..	1	9	..	8	12	2	1
Wisconsin Central	..	..	..	..	...	.....	..	....	...	...	.....
C., St. P. & K. C.	..	..	..	..	5	329	..	8	63	47	6
A., T. & S. Fe	..	1	4	..	87	404	..	74	271	357	11
Through & Special	..	..	..	..	5	406	..	132	166	57	4
Total each grade	4	14	8	24	193	1,518	1	1040	1217	681	70
Total W. wheat	..	..	..	..	...	.....	..	....	...	...	4,790

SPRING WHEAT.

Railroad.	2	3	4	No Grade.	White.		Mixed Wheat.	
					2	3	2	3
C., B. & Q.	7	154	60	5	..	105	..	1
C., R. I. & P.	......	17	21	4	4	34	..	...
C. & A.	.....	6	2	....	..	3	..	...
Illinois Central	8	4	4	....	..	....	..	...
Galena Div. N. W.	6	101	32	....	..	2	..	...
Wis. Div. N. W.	......	2	3	....	..	...	1	...
W. St. L. & P.	......	......	....	....	..	....	..	...
C. & E. I.	......	......	....	....	..	....	..	...
C., M. & St. P.	123	158	12	5	..	2	..	...
Wisconsin Central	......	......	....	....	..	....	..	...
C., St. P. & K. C.	......	3	17	5	..	....	..	...
A., T. & S. Fe	......	6	1	....	..	....	..	...
Through & Special	647	48	8	....	..	....	..	...
Total each grade	791	499	160	19	4	146	1	1
Total Spg. wheat	......	......	....	....	..	....		1,621

CORN.

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C., B. & Q.	202	233	8	44	421	776	364	123
C., R. I. & P.	43	43	1	6	133	235	110	60
C. & A.	76	108	25	22	71	88	80	11
Illinois Cent.	432	222	240	66	218	97	264	61
Gal. Div. N. W.	58	128	1	6	112	284	213	37
Wis. Div. N. W.	.....	.....	.....	.....	.....	5	16	.....
W. St. L & P.	146	60	77	44	115	80	71	28
C. & E. I.	52	38	21	11	51	47	29	3
C., M. & St. P.	5	43	5	2	25	337	91	48
Wis. Central	.....	.....	.....	.....	.....	.....	.....	.....
C., St. P. & K. C.	2	12	1	....	9	407	167	60
A., T. & S. Fe	35	92	4	8	44	206	118	39
Thr'gh & Spcl	5	29	1	...	97	263	310	46
Total each grd	1,056	1,008	384	209	1,296	2,825	1,833	516
Total corn	.....	.....	.....	.....	.....	.....	.....	9,127

OATS.

Railroad.	White.		2	3	White Clipped.		No Grade.
	2	3			1	2	
C., B. & Q.	278	518	128	217	....	....	13
C., R. I. & P.	15	690	34	319	....	....	23
C. & A.	92	133	40	77	....	1	....
Illinois Central	324	404	515	58	....	1	5
Galena Div. N. W.	85	623	91	233	....	....	13
Wis. Div. N. W.	31	117	13	27	....	3	5
W. St. L. & P.	58	63	89	11	....	....	2
C. & E. I.	47	14	62	8	....	....	....
C., M. & St. P.	117	773	96	241	....	1	6
Wisconsin Central	8	5	....	....	....	....	....
C., St. P. & K. C.	29	125	42	69	....	....	....
A., T. & S. Fe	39	106	169	34	....	....	1
Through & Special	82	181	81	91	....	....	....
Total each grade	1,205	3,752	1360	1385	....	6	68
Total oats	......	......	...	....	....	....	7,776

RYE.

Railroad.	1	2	3	No Grade.
C., B. & Q.	....	24	27	2
C., R. I. & P.	....	10	11	....
C. & A.	....	1	6	....
Illinois Central	....	8	11	1
Galena Div. N. W.	....	10	7	....
Wisconsin Div. N. W.	....	5	1	....
W. St. L. & P.	....	1	3	....
C. & E. I.	....	2	1	1
C., M. & St. P.	....	7	2	....
Wisconsin Central	....	....	....	....
C., St. P. & K. C.	....	2	1	....
A., T. & S. Fe	....	11	2	....
Through & Special	....	25	11	....
Total each grade	....	106	83	4
Total rye	....	....	....	193

BARLEY.

Railroad.	Bay Brewing. 3	2	3	4	5	No Grade.	Total No. Cars by Each Road.
C., B. & Q.	..	....	4	6	...	......	4,108
C., R. I. & P.	..	....	2	3	4	1	2,230
C. & A.	..	....	......	......	....	7	1,234
Illinois Central	..	....	6	14	....	......	3,431
Galena Div. N. W.	..	2	3	11	1	......	2,463
Wis. Div. N. W.	..	....	......	25	3	1	270
W. St. L. & P.	..	....	......	1	....	......	1,081
C. & E. I.	..	....	......	......	....	......	791
C., M. & St. P.	..	....	31	19	1	......	2,183
Wisconsin Central	..	....	......	......	....	......	13
C., St. P. & K. C.	..	..	1	18	1	......	1,429
A., T. & S. Fe	..	....	......	......	....	......	2,124
Through & Special	..	....	......	2	....	......	2,697
Total each grade	..	2	47	99	10	9	23,654
Total barley	..	....	......	......	....	167	....

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, August 6, 1892, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany	....	13,000	24,000	3,000	....
Baltimore	1,163,000	1 3,000	129,000	11,000	....
Boston	286 0 0	136,000	117,000	1,000	14,000
Buffalo	999,000	207,0 0	168,000	1,000	48,000
do afloat	......	....	....	....	....
Chicago	4,371,000	3,797,000	2,051,000	109,000	23,000
do afloat	....	..	....	....	....
Cincinnati	1,000	1,000	5,000	....	35,000
Detroit	252,000	5,000	21,000	3,000	14,000
do afloat	....	....	....	....	....
Duluth	2,849,000	....	....	....	....
do afloat	..	....	....	....	....
Indianapolis	297,000	5,000	11,000	4,000	....
Kansas City	486,000	74,000	46,000	6,000	....
Milwaukee	222,000	....	16,000	7,000	77,000
do afloat	......	....	....	....	......
Minneapolis	5,327,000	71,000	19,000	....	3,000
Montreal	428,000	......	664,000	20,000	109,000
New York	1,259,000	517,000	578,000	25,000	21,000
do afloat	32,000	....	144,000	6,000	....
Oswego	......	....	....	....	....
Peoria	19,000	104,000	70,000	9,000	....
Philadelphia	645,000	133,000	216,000	.....	....
St. Louis	2,866,000	160,000	144,000	3,000	9,000
do afloat	69,000	....	....	....	....
Toledo	1,418,000	66,000	57,000	20,000	....
Toronto	82,000	....	11,000	....	33,000
On Canals	1,092,000	83,000	333,000	....	....
On Lakes	1,662,000	1,405,000	223,000	22,000	....
On Miss. River	254,000	6,000	50,000	....	....
Grand total	26,079,000	6,886,000	5,097,000	230,000	386,000
Same date last year	17,953,673	3,800,650	2,102,951	901,900	65,442

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from Atlantic ports during the two weeks ending August 6, as compared with same weeks last year, have been as follows:

	For week ending Aug. 6.	Aug. 8.	For week ending July 30.	Aug. 1.
	1892.	1891.	1892.	1891.
Wheat, bu	3,072,000	3,778,300	1,894,000	2,047,600
Corn	425,000	297,100	568,000	514,100
Oats	322,000	5,900	339,000	1,000
Rye	40,000	....	55,000	....
Flour, bbls.	351,800	171,100	182,600	155,100

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at primary markets during the six weeks ending August 6 for the last three years were as follows:

	1892.	1891.	1890.
St. Louis	5,004,000	5,208,000	3,327,000
Toledo	4,118,000	5,473,000	1,935,000
Detroit	837,000	1,223,000	845,000
Kansas City	2,695,000	704,000	926,000
Cincinnati	412,000	812,000	217,000
Winter wheat	13,066,000	13,420,000	7,250,000
Chicago	4,474,000	3,347,000	1,642,000
Milwaukee	1,454,000	506,000	450,000
Minneapolis	6 546,000	2,925,000	1,329,000
Duluth	3,280,000	616,000	849,000
Spring wheat	15,754,000	12,394,000	4,270,000
Winter wheat	13,066,000	13,420,000	7,250,000
Total, 6 weeks	28,820,000	25,814,000	11,520,000

RANGE OF PRICES AT CHICAGO.

The daily range of prices of grain for July delivery at Chicago since July 14 and September delivery since August 1 has been as follows:

July.	Wheat. Low.	Wheat. High.	Wheat. Closing.	Corn. Low.	Corn. High.	Corn. Closing.	Oats. Low.	Oats. High.	Oats. Closing.	Rye. Low.	Rye. High.	Barley Low.	Barley High.	Flaxseed. Low.	Flaxseed. High.
15	78⅛	78¾	78⅛	48½	49½	48½	30⅝	31	30⅝	65	..	..	....	102½	....
16	77⅞	78⅝	77⅞	48⅝	48¾	48½	30¼	30¾	30⅜	65	....	....	....	....	....
17															
18	78	79¼	79¼	48¼	50½	50⅜	30⅛	31	31	66	....	..	....	102	102½
19	79¼	80	79¼	49¾	50½	50	30¾	31	31⅛	66	....	..	....	102¾	103
20	79¼	79⅞	79⅞	50	50¼	50	30⅞	31⅛	31	66	....	...	....	103	
21	79¼	80½	79¼	49⅞	51	50½	31	31¼	31¼	66	....	62	....	103	....
22	78⅞	79⅝	79¼	50	50⅛	50	30⅞	31⅛	31	66	....	....		103	....
23	78¼	79¼	78¼	49⅝	50⅛	49¾	30¾	31	30¾	66	....	....	....	....	
24															
25	78⅛	79	78⅝	50	50¾	50⅜	30⅞	31⅛	31⅛	....	....				
26	78¾	79⅜	78¾	50	51⅝	51¼	31	31½	31⅛	67	....	....			....
27	77¾	78¼	77¾	50	50⅝	50¼	30¾	31⅛	31	..	....		..	....	....
28	77⅞	78⅛	78⅛	49⅛	49¾	49¼	30¾	31	31	...		....	....	....	....
29	77½	78	77½	48⅞	49⅜	49	30¾	30⅞	30¾	....	....				....
30	77½	78⅛	77¾	48⅝	49½	49	30¼	30¾	30¼	63½	64	....	..	....	....
31															
1	77⅛	77⅝	77⅜	48½	49⅜	48⅞	30⅜	30⅞	30⅝	62¼	63	..	....	101¾	102
2	77½	78⅜	78	48⅞	49½	49⅜	30⅝	32	31⅞	63	....	....		102⅛	102½
3	77⅝	78¾	77¾	49⅛	49⅞	49⅜	32¼	33	32⅛	63	63¼	..	....	103	..
4	77⅝	78⅝	78⅝	49¾	51¼	51	32⅞	34	33⅞	63½	64	....		103½	104
5	78	78⅝	78	50¼	51	50¼	33¼	33⅞	33¼	63½	64	....	....	103¾	....
6	78	78⅜	78⅜	50¾	52	51⅞	33¼	33⅞	33⅜	63½	....	....	....	103½	103¾
7															
8	78½	80	79⅝	52	55⅛	54⅞	34	35¼	35		....		..	103½	103¾
9	78⅛	79¼	78¼	52⅞	54¾	53¼	33⅝	35	33¾	63¾	64	..	....	103¼	104
10	78	78⅝	78½	51¾	53¼	53⅛	33¼	34½	34½	64	...	63	...	103¼	103½
11	78	79⅛	78⅛	52⅞	54¼	53½	34	35	34⅛	64	64	....	..	103¼	103½
12	77⅜	78⅛	77⅞	52½	53¼	52¾	33⅝	34⅜	33⅞	63¼	63½	....	...	103¾	104
13	77¾	78¼	78	52⅜	53	58	33⅞	34⅛	34	63⅛	....	....	....	103⅛	104
14															

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during July, 1892 and 1891, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover, lbs.	Other grass seeds. lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1892	491,852	37,948	114,319	605,072	143,650	20,633
1891	1,053,741	67,740	1,606,155	362,997	466,339	15,377
Shipm'ts.						
1892	1,100,752	1,613,937	1,505,039	933,524	487,314	......
1891	300,519	51,187	868,158	512,003	838,894	1,354

OBITUARY

Elmer E. Frye, grain dealer at Rochester, N. Y., is dead.

E. P. Durant of Durant & Co., commission grain dealers at Albany, N. Y., is dead.

H. B. Chase of H B. Chase & Sons, dealers in grain and coal at Barnstable, Mass , is dead.

John W. Harmon, ex-grain inspector at Kansas City and St. Joseph Mo., died July 17 at St. Joseph after a long illness.

D. A. Cony, member of the grain firm of D. A. Cony & Co., and president of the First National Bank at Augusta, Me., is dead.

John Stevens, for many years a member of the Toledo Produce Exchange and active in the grain trade, died July 27. He went to Toledo from Milan in 1860.

Francis J. King, an old member of the Toledo Produce Exchange, is dead. Leaving York state in 1837 Mr. King went to Adrian, Mich., and engaged in the dry goods business until 1846, when he joined the late Morgan Collins in the grain and shipping business at Toledo. He afterward was associated with Matthew Brown, now dead, and later with Horace Walbridge. For thirteen years before his retirement in 1872 he transacted a grain business with his brother, the Hon. C. A. King. He joined the Board of Trade when it was organized in 1849 and was one of the shining lights of that institution.

Henry S. Gardner died at Boston, Mass., recently, aged 82 years. He was the senior member of the grain firm of Gardner, Stone & Co., organized at Boston in 1878 with a Chicago office. After two years they dissolved partnership, Mr. Gardner returning to Boston and Mr. Stone being elected to his present position as secretary of the Chicago Board of Trade. At the time when the know-nothing party was at the zenith of its power he was nominated by it for governor of Massachusetts and elected for two terms. Governor Gardner displayed many admirable qualities while he occupied the gubernatorial chair. A son and daughter survive him.

A prominent Chicago grain operator is credited with saying that there is enough shortage in corn to put the price up to 60 cents, irrespective of any supposed damages.

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A. J. MITCHELL, - - - **Business Manager.**

HARLEY B. MITCHELL, - - **Editor.**

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., AUGUST 15, 1892.

TYING UP CANAL BOATS.

At last the Merchants' Exchange of Buffalo has taken active steps to secure the improvement of the Erie Canal. It has voted several hundred dollars to be expended in celebrating the canal's centennial, and will raise more in hope of creating a sentiment in favor of the canal's improvement. Something must be done soon or the canal will be unnavigable for boats carrying even half a load of grain. Many of the canal boats are tied up and their owners are seeking other employment.

Although the receipts of grain at Buffalo from the opening of navigation to August 1 were much larger than ever before, the shipments via canal were smaller than ever before, and the shipments via rail were larger than ever before. The railroads have been taking grain to New York at 2½ cents a bushel, which is lower than the canal boatmen can take it at, as they cannot load their boats to anywhere near their capacity. Unless improvements are soon made the boatmen will be compelled to abandon the canal. Then will the railroads be masters of the grain trade, and the rate from Buffalo to New York City will be about twice as much as the rate from Duluth or Chicago to Buffalo, and it may be more.

Every winter when canal competition is removed by ice the railroads advance the rates on grain to two or three times the amount of the summer rate. When, owing to neglect, the canal is closed and the canal boats are abandoned it will not be otherwise.

A large amount of money must be spent upon the canal before the opening of navigation next year or it will do even less business than it has done this year. If the Buffalo Merchants' Exchange is serious in its desire to improve the city's shipping facilities, let it commence legal action against the pool which keeps many elevators in idleness and charges ⅞ of 1 cent per bushel for transferring grain to canal boats from lake vessels, although the law allows only ⅜ of 1 cent.

If the canal is closed Buffalo and New York will both get less of our export grain trade, and other Atlantic ports will get more. With the closing of the all-water route New York will lose the greatest advantage she has had over competing ports these many years, and her grain trade will be reduced accordingly. The commercial exchanges of both cities should quickly join hands and make every effort to save the canal.

GRAIN INSURED BY NON-OWNER.

The Home Fire Insurance Company which had a blanket policy on the elevator and contents of the "Soo" road at Gladstone, Mich., which was burned last winter, has given a queer excuse for refusing to pay the loss. The insurance company holds that the "Soo" had "no insurable right" in the grain except as to the fixed charges as a common carrier, so it cannot be held for the loss.

Such petty excuses from a large and prosperous insurance company are disgusting. It shows a strong disposition to escape paying its just losses and to impose upon trusting persons by insuring that which it thinks cannot be collected for if burned. The insurance company's officials well knew when the policy was issued that if any grain was burned with the elevator it would not be grain owned by the "Soo" road, but they could not afford to raise the objection of "no insurable right" then.

The courts have repeatedly decided that carriers are responsible for the loss or damage of grain in transit and the "Soo" has probably paid shippers for the grain destroyed long before this. The policy in the Home was for $50,000 and about the same amount had been placed on the grain with ten other companies. The loss was one-half the insurance and these companies held that the Home was liable for the loss in the same proportion that they were, but they did not try to escape payment on the non-ownership plea. The plea is unreasonable and will prove good in no court. It serves only to show how silly an insurance company can be in its efforts to escape paying a loss.

CONFUSION WITH VARIETY OF GRADES.

At the request of West Superior grain dealers the Minnesota Grain Inspection Department will again take charge of the grading of grain at that point. The grain received is from the same territory as that received at Minnesota markets, where the rules and grading have proved satisfactory to the trade. Different rules or inspection departments for markets near together or markets receiving grain from the same territory serve only to confuse the trade and interfere with business.

Uniformity and simplicity should be always sought. The dealers at West Superior by using the Minnesota Inspection Department and grades greatly increase the facilities for building up the city's grain trade. They will more easily obtain orders from outside points, because grain buyers are familiar with Minnesota grades, and have confidence in the inspectors.

The impractical scheme of the farmer agitators of North Dakota to establish North Dakota grades and grade all grain shipped out of the state was another attempt to confuse the grain trade of the Northwest that would have resulted in no good to any one, even if carriers had submitted to the demands of the state inspectors and stopped grain at the line. Buyers would have ignored the Dakota grading and bought by sample or demanded inspection by the Minnesota department. At present North Dakota inspection would only retard business and delay grain for which the farmer would have to pay. If every state had an inspection department and grades of its own the farmers would soon want to add to the confusion by establishing separate departments and different grades in each county. Inspection is useful only at central markets where large quantities of grain are marketed, and the less the difference between the grades of the same kinds of grain in the different markets the easier will it be to carry on the business.

EXIT OF THE HATCH BILL.

In the closing days of July, after making a brave fight for his pet measure, Senator Washburn consented to let the Anti-Option Bill go over to the next session of Congress as unfinished business. Several senators, among whom Vest, Hiscock and White were noteworthy, set out to "talk the bill to death." That settled its fate. Other senators who would have voted for the bill under stress of the "farmer influence" were secretly pleased to see it disposed of without coming to a vote.

This probably disposes of this measure. It may come up again at the next session, but, with no election impending, it is hardly likely to be passed by the Senate, and, if passed, would doubtless receive a presidential veto, no matter who is president. We sincerely trust that it may come up and receive a final quietus, which would possibly prevent its periodic reappearance in the future to demoralize trade as it has done since its first introduction. It needs burying by a decisive vote, which will show what legislators think of such measures when uninfluenced by their fears of granger wrath.

PROTEST, AND PETITION!

We have received a number of signatures to the protest and petition published in our last issue, and in this issue, but nothing near the number we expected, nothing like the case merits.

The day of blockades and exasperating delays in transit is near at hand. No dealer can afford to let pass unheeded by an opportunity to use his influence in reducing this evil. The trouble and loss caused by vexatious delays can be greatly diminished, but will not until shippers demand it.

Open robbery by means of a onesided demurrage charge should not be tolerated. The claim by carriers that it is for the purpose of facilitating the delivery of shipments is entirely too flimsy to be accepted. If they are sincere in their expressed desire to hasten the delivery of shipments, why do they not make the demurrage charge reciprocal. Let carriers, shippers and receivers be charged alike for delay of grain or car.

We can do very little in either of these matters if the great majority of grain shippers and receivers continue to ignore our request. We are working in the interests of all dealers. It is a just cause and one that merits the support of all. It is to your interest to sign the petition and send it to us. The imposition should receive your disapproval. Cut a petition out of this issue and mail it to us.

SPECIAL COMMODITY CLASS.

A millers' association has recently adopted resolutions regarding grain and grain products that grain shippers in all parts of the country can indorse and heartily support. The resolution was in form of a request urging railroads to place grain and its products in a special commodity class and directing the secretary to confer with the classification committee of the Central Traffic Association. During the summer the Central Traffic Association has published a special commodity tariff for grain and its products which is 2½ cents lower than the rate on sixth class freight, Chicago to New York, but as soon as lake navigation closes grain will be put in the sixth class as heretofore and the rate advanced to 25 cents per 100 pounds. If grain and its products were kept in a special commodity class by all rail carriers it would simplify matters and in a measure relieve the trade of the fluctuating rates, as then the rate on grain would not be changed every time it was changed on the goods with which it is now classed.

The grain trade of the country is in great need of steadier freight rates. The fluctuations fre-

quently cause country shippers, who have sold "to arrive," to suffer serious loss. True, the shipper sometimes gains by a decline in rates. The trade at large would be benefited by steadier rates and anything that will help to secure them should receive the hearty and earnest support of grain shippers.

MOTORS FOR ELEVATORS.

Aside from horse power, steam has been, hitherto, the all but universal power for elevators. An occasional house is propelled by water power, when used in connection with a water power mill, and sometimes wind has been employed, but not often. Of late the so-called gas or gasoline engines have been put into elevators in such numbers and with such results as must lead to their still wider adoption. It is a noteworthy incident when a single grain firm orders a dozen gas engines for as many houses, as has been done within a month past.

Several years ago a prominent mechanical engineer prophesied that internal combustion engines would ultimately be used for a vast variety of purposes, even supplanting steam for most stationary purposes. The prophecy was made at a time when a 100-horse power gas engine was unknown. An item going the rounds of the press tells of a flour mill propelled by a twin gas engine developing 170-horse power.

The gas engine has commended itself, not only by its safety and cheapness in first cost, but by the greater cleanliness secured by its operation. But the chief item is the convenience of operation and the item of fuel. The consumption of fuel stops when the engine stops. In a large number of industries, like grain handling, an intermittent power only is demanded. Keeping an engineer and steam up all the time for only occasional use is out of the question. Gas engines fill the bill admirably in point of convenience and economy, and it is unnecessary to look further for the reason of their increasing popularity.

THE CANADIAN CANAL TOLLS.

The discrimination of the Dominion Government against grain passing through the Welland Canal and transshipped at Ogdensburg will soon be a thing of the past or else Canadian boats will be compelled to stop using the Sault Ste. Mary Canal, as Congress has enacted a law giving the President power to impose a toll of $2 a ton on freight and $5 upon each passenger.

The discontinuance of the discrimination will place Ogdensburg with its superior facilities for transferring and storing grain in a better position to compete for the handling of grain shipped via the St. Lawrence route than Kingston. The discrimination has been not only in defiance of the Washington treaty but also directly against the interests of the St. Lawrence route, for it has compelled shippers to pay a premium for using the best facilities for getting their grain to Montreal promptly.

In fixing the Welland Canal tolls the Canadian ministry seems to have sought to do all in its power to discourage the shipment of export grain via Montreal. The generous appropriations for the improvement of Montreal harbor have served to give the same kind of encouragement. If the money spent on the Sault Canal, which is not needed on the ship railway which will not be used if completed and in building railroads into deserts, had been used in improving the St. Lawrence River route, Montreal would to-day be one of the most important ports on the Atlantic, and her export grain trade would be many times what it is at present. If lake vessels could go to Montreal and unload direct into ocean vessels grain could be taken from lake ports to Europe at much less than it could be carried by rail to Atlantic ports and then transshipped. Grain shippers are guided by freight rates in chosing a route, not by sentiment. As the St. Lawrence route could be made the cheapest it would get the most grain.

The Canadian ministers have also discouraged the use of this route by each year delaying the announcement of tolls on the Welland until the rush of grain shipments at the opening of navigation was over or vessels chartered. Their aim seems to have been to drive trade away from the route rather than to foster it. Even now they are delaying in taking the action made necessary by the recent act of Congress, although they know each day's delay is detrimental to the trade of Montreal.

The proposition to abolish the rebate and make the toll on all grain 20 cents a ton is wrong. What is needed is free waterways. The Canadian grain trade would profit thereby. Canada would profit more by the increased shipments via that route than it does now from the tolls collected from the small amount shipped from United States ports through the Welland. If the route is to be used it should be made free and improved. If the ministers are opposed to the route being used extensively let them close the canal and spend their time in yearning for the immense trade which their penny-wise policy is driving away from their country.

SUIT FOR LOSS CAUSED BY CARRIERS.

Shippers, we are pleased to say, seem to be gradually overcoming their backwardness in suing carriers for losses and damages occasioned by delay of grain in transit. We trust that the time is not far distant when every such loss will be closely followed by a settlement or lawsuit, then will carriers take extra precaution to prevent delays, and it may be that they would allow a rebate for delay equal to their demurrage charge.

The latest suit that has been brought for loss caused by delay in transit is that of C. H. McLaughlin of Toronto against the Canadian Pacific Railway Company for $2,352, for loss and damages sustained owing to delay in transit of five carloads of barley. The delay was caused by the negligence or carelessness of the company's employes. According to agreement, when the cars reached American territory they were to be forwarded to New York City over the New York Central Railway. They were forwarded via the West Shore, and arrived in New York too late for transshipment by the steamer Richmond Hill, which carried other grain for Mr. McLaughlin to Liverpool. When the barley did reach England it had depreciated in value, and for this the plaintiff rightfully seeks restitution.

That the delay and resulting loss was due entirely to negligence on the part of the carrier's employes is evidenced by the fact that plaintiff shipped other grain at the same time, and it being sent as directed arrived on time. If the employes received a commission for sending the grain by the West Shore the offense is all the greater.

ELEVATORS AND RAILROADS' RIGHT OF WAY.

A complaint has been filed against the Chicago, Burlington & Quincy R. R. at Lincoln, Neb., by Bryan W. Blair, a grain dealer at Broken Bow, Neb. Blair has been shipping grain from Broken Bow, but has been compelled to load his cars direct from the wagon, thus entailing a great deal of trouble and useless expense. He has repeatedly applied to the railroad company for permission to erect an elevator on the right of way, but although that company has an abundance of room it has steadfastly refused to allow him to do so. He alleges that the company's refusal is based on partiality to the other two elevators at Broken Bow. He asks the board to take some steps to compel the railroad company to grant him the desired privilege.

This complaint is almost identical with another case which is now pending in the United States Court, having been appealed from the Nebraska courts. On Oct. 7, 1889, Farmers' Alliance No. 365 entered a similar case against the Missouri Pacific. In that case the Board of Secretaries listened to a large mass of testimony and valuable arguments from both sides. They decided the case in favor of the complainant. Decision was based upon the broad principle that the railroad company "acquired its property for the purpose of erecting elevators upon it for the shipment of grain. It holds its property charged with a public servitude, and just as long as it permits shippers of grain to build and operate elevators for the shipment of grain upon its line of road it will have to grant this same right upon the same terms and conditions to all other shippers of grain, so long as it is in the bounds of reason for it to do so." The Missouri Pacific appealed from the decision of the Board to the Nebraska Supreme Court and that body sustained the Board, all three members of the bench concurring. Not satisfied with the decision, the Missouri Pacific carried the case to the Supreme Court of the United States, where it is still pending.

SOME POINTS ABOUT BANK CHECKS, ETC.

There are some things regarding the legal phases of bank paper which every business man should learn without waiting to be taught by that expensive schoolmaster experience. For instance, how many business men know that a bank is not bound to know the handwriting or the genuineness of the filling up of a check drawn upon and paid by it? Yet this point has been decided more than once, and hence the danger of having checks raised after they have left the hands of the maker. The same is true of a bill of exchange. The drawee by accepting and paying it only vouches for the genuineness of the signature, not of the body of the instrument. A cognate point is that one who purchases negotiable paper before due, for valuable consideration, in good faith and without actual knowledge or notice of any defect of title, holds by a title valid as against every other person.

A bank is not bound to know anything more than the drawer's signature to a check or other instrument, and in the absence of any circumstance which inflicts injury upon another party, there is no reason (so the courts have decided) why a bank should not be reimbursed for paying the money on a raised check.

If the party whose liability has been changed by the alteration has so executed his paper as to enable alterations to be made in such a way as not to excite the suspicions of a reasonably prudent man, such a party is guilty of negligence which renders him liable on the altered instrument to a bona-fide owner.—(*Tiedeman on Commercial Paper, Sec.* 397.)

When the drawer of a bill or maker of a note has himself, by careless execution of the instrument, left room for any alteration to be made either by insertion or erasure, without defacing it or exciting the suspicions of a careful man, he will be liable upon it to any bona-fide holder without notice, when the opportunity he has offered has been embraced and the instrument filled up with a larger amount than that which was written at the time he signed it—(*Daniels on Neg. Inst. Sec.* 1405.—4 *Bing.* 253.—10 *La. An.* 103.—67 *Pa.* 82.)

Where money is paid by a bank on a check by mistake the general rule is that it may be recovered back from the party to whom it was paid as having been paid without consideration, but if either party has been guilty of negligence or carelessness, by which the other has been injured, the negligent party must bear the loss. This doctrine is clear and sustained by authority.—(*Daniels on Neg. Inst. Sec.* 1405.)

Where a bank pays a forged check, or a check that has upon it the genuine signature of its customers but has been fraudulently altered to a larger sum, it cannot debit the sum so paid without authority. But if a bill or check be drawn in so careless and improper a manner as to enable a third party to practice the fraud, the customer and not the bank shall bear the loss.—(*Edwards* 545.)

Clearly a bank has a right to demand some duties from its customers in such an important matter as protection from fraud in a business where frauds of a peculiarly skillful and ingenious nature are continually in course of perpetration.—(*Morse on Banks,* 235.)

Where money is paid on a raised check by mistake, neither party being in fault, the general rule is that it may be recovered back as paid without consideration. But if either party has been guilty of negligence or carelessness by which the other has been injured, the negligent party must bear the loss. Where a party to whom such a check is offered sends it to the bank on which it is drawn, for information, the law presumes that the bank has knowledge of the drawer's signature and the state of his account, and is responsible for what may be replied on these points. Unless there is something in the terms on which information is asked that points the attention of the bank officer beyond these two matters, his response that the check is good will be limited to them, and will not extend to the genuineness of the filling in of the check as to payee or amount.

It may seem that the law is too partial to the banks, in the decisions quoted above, but however that may be, the tenor of the law is on the lines given above. The lesson that they should teach is caution.

EDITORIAL MENTION

SIGN "A Protest, A Petition."

WEIGHT BOOKS have been added to our list of "Valuable Books for Grain Dealers," published in this issue.

RUSSIA is blessed with a fairly good crop of rye this year. The amount is officially reported at 566,000,000 bushels in excess of last year's famine crop.

IT is now predicted that Kansas will market the largest corn crop in her history, the increase in acreage compensating for the decrease in yield.

THE last Michigan State report makes the yield of wheat 18,800,000 bushels, or about 3,500,000 bushels less than the government report indicated.

CEREAL mills are increasing in number as well as the variety of corn products being offered for sale. The demand for white corn is increasing accordingly.

HELP to advance your own interests by signing "A Protest, A Petition," published elsewhere in this issue. It will prove a profitable, yet inexpensive investment.

THE "Easy" Car Pusher, advertised in this issue, is a veritable giant. It is strong, cheap in price, and made by E. H. Stafford Company, Grand Rapids, Mich.

MINNESOTA'S warehouse commission will grant a hearing at the state capital Sept. 1 to any who desire changes made in the rules governing the grading of grain in that state.

THE committee having charge of the life insurance club of the Chicago Board of Trade has decided that to restore confidence it is best to organize under the insurance laws of Illinois.

ONCE again, after a suspension of two years, the Chicago Board of Trade is sending out continuous market quotations and the bucket shops are thriving just as though nothing had occurred.

THE poorly constructed grain elevators have already commenced to drop their loads, as is customary every harvest. An elevator erected by a country barn builder is one thing that cannot be trusted with much grain.

THE Indianapolis Board of Trade has decided to add a grade of wheat to be known as No. 4 Red, and one of oats to be known as No. 3 mixed. These grades are made for the benefit of grain somewhat better than Rejected, of which that market has a great deal.

LATE advices from Kansas City are to the effect that competition between the Kansas and Missouri insurance agents has resulted in their taking risks on grain in Kansas elevators at reduced rates, and it seems that price-cutting has only commenced. Grain dealers are all happy, and insure their grain whether it can burn or not.

ALTHOUGH insurance companies are anxious to insure grain elevators and their contents, they seem to be resorting to all kinds of excuses to escape paying losses in the Northwest. About a year ago the elevator of Van Dusen & Co. was burned, causing a loss of about $50,000. The insurance was about $1,000,000, divided among seventy-five companies. Some of the companies refuse to pay their loss, claiming that the fire was started by the collapse of the elevator wall, and some trouble has been had regarding each company's proportion of the liability, so suits have been commenced to determine the pro rata liability of each.

F. H. PEAVEY has purchased the entire elevator system owned by the Central Elevator Company, of Minneapolis, consisting of fifty elevators along the Minneapolis & St. Louis Railroad. In operating these houses Mr. Peavey will retain the name of the Central Elevator Company.

IF you have grain handling machines or machinery lying about your elevator which you are not using and do not expect to use, advertise in the only journal devoted to the interests of grain dealers, and you will not be long in finding dealers who want just what you have to sell.

THE directors of the Chicago Board of Trade have been trying for some time to catch Pardridge at his privilege trading, and nearly succeeded a few days ago. The loyalty of a broker saved him, the broker taking a suspension of thirty days rather than criminate the great bear.

THOSE who are looking for a complete and effective power plant should not fail to notice the advertisement of the engine department of the Racine Hardware Manufacturing Company of Racine, Wis. Send for their catalogue "A" which tells all about their self-contained engine and self-setting steel boiler.

KANSAS corn will be advertised among the other products of that state at the World's Columbian Exposition. Some propose to make a special exhibit of this cereal, with expert cooks to prepare every possible dish and bread to be served free and in the most approved style. The plan is good, and should be carried out.

THE Russian Minister of Finance is seriously considering a scheme for the compulsory insurance of crops which has lately been given considerable attention throughout the country. If put into effect this scheme will prove a great influence on the bull side of the market, for crops will fail more persistently and regularly than ever.

THE annual talk of "hot corn" in Chicago has made its appearance. Elevator men and inspectors deny the insinuations. Of course the intimations of hot corn in the elevators are thrown out for speculative effect. There is so little No. 2 in store in Chicago that the existence of hot corn would indicate nothing. No elevator in Chicago has 100,000 bushels of No. 2 in store at the present writing.

A CHICAGO woman has struck a great scheme. It is to lay grain pipes from Chicago to the Atlantic coast. The grain is to be carried in a continuous ventilated shaft, it is claimed, without friction. A continuous stream of grain is supposed to move twelve miles an hour. The power stations are to be twenty-five miles apart, the sections being that length, and the estimated cost of this transportation is 3 cents a bushel. A working model is to be erected in Chicago this fall. The cost, estimated, is $20,000,000 for a line from Buffalo to the coast.

JENNINGS, the crop expert, says: "About ten months ago I made an estimate of the amount of wheat they would export from last year's harvest to the present harvest, 225,000,000. I see they say August 1 to August 1 that exports were 225,500,000 bushels. It is my opinion now that the exports for the next twelve months will not be over 160,000,000. I am satisfied that on the 1st of the present month there was 125,000,000 of old wheat in all shapes in the country. Kansas this year has produced more wheat than last year; Indiana and Illinois about the same; Missouri about seven-eighths as much. If my estimation is right we have about two-thirds as much old wheat as we will export. During my trips through Illinois and Indiana this summer I found as many as 100 farmers who had not sold any wheat at all."

THE poor down trodden farmers of a Nebraska district have been terribly imposed upon by an agent of an elevator company. The agent gave them checks for more grain than they delivered and then the proceeds were divided. It was a combine to beat the company. The agent has been arrested but the honest farmers, of course, are not to blame.

D. F. BAXTER, one of the oldest and best known members of the Chicago Board of Trade, died August 12. Mr. Baxter had long been connected with the trade in rye, the firm of Webster & Baxter handling in one year 12,000,000 bushels. In 1882 he held over 1,000,000 bushels of cash rye in the notable St. Louis deal. He was familiarly known as "Rye" Baxter.

THE available stock of grain in the interior and on both coasts of the United States and Canada on July 30, according to *Bradstreet's* was 31,310,827 bushels of wheat, 8,897,464 of corn, 6,889,322 of oats, 258,609 of rye and 665,746 of barley, compared with 22,692,450 bushels of wheat, 4,722,959 of corn, 2,432,210 of oats, 630,629 of rye and 125,075 of barley available on August 1 last year.

THE practice of shipping dirty grain to market is an unprofitable one for country dealers, yet many of them persist in doing it, although they know that their grain is frequently put in a lower grade on account of the dirt. Thus they lose 3 to 10 cents per bushel on account of the dirt which they could remove for less than half a cent. The freight on dirt is just the same as on wheat when mixed with wheat.

SOME know-it-all farmers in Manitoba who undertook to ship their own grain have had an expensive experience. They shipped wheat which was out of condition, and it heated in transit. Local buyers told them the wheat would not stand shipping, but they had been too long under the instruction of farmer agitators to trust a grain buyer. They did not propose to be imposed upon by the buyers, so suffered considerable loss.

THE lateness of the present crop season is causing inconvenience in the oat trade. Ordinary new oats come into the market during the last week of July. By the middle of August they are generally dry enough so that the difference between new and old oats is imperceptible and the inspection department drops the term "new" on August 15. The present year, however, the sales of new oats did not commence in earnest until the second week in August, and the bulk of the trade is yet to come. It is proposed to call a meeting of the Railway and Warehouse Commissioners and have action taken to retain the word "new" in oats inspection until September 1.

A CURIOUS and costly complication has arisen as to the ownership of corn stored in cribs at Ormonde, Ill., a station on the Santa Fe road near Galesburg. The cribs belonged to Marcus Belden, a grain dealer of the latter place. For some years farmers have been in the habit of storing their corn in Belden's cribs, selling it to him when the price suited, or when they wanted money. Belden lately failed in business, and a Galesburg bank seized whatever it could find belonging to him. Among the property seized was a large amount of corn belonging to the Ormonde farmers, who got out an injunction against the bank restraining it from removing the corn. The injunction was dissolved and the bank has been removing the corn. Naturally the farmers object to having their corn carted off to pay another's

debts; but the bank apparently has the law technically on its side in claiming that the corn was found on Belden's premises and that the farmers have no evidences of ownership. How the matter will terminate is problematical.

GRAIN rates will again be advanced to 22½ cents per 100 pounds Chicago to New York. The Central Traffic Association has issued a special commodity tariff on grain and grain products which goes into effect August 22. The rate to Baltimore will be 19½, to Philadelphia 20½, and to Boston 24½. The Philadelphia rate is two cents less while Boston's is only two cents more than the New York rate. The attack of Boston's merchants on the five cent differential of that city seems to have been effective.

THE repeated complaints of shortages has led to the re-sealing of cars at Kansas City as soon as the inspector has examined the grain. This precaution should have been taken long ago. The railroads should also be required to take precaution to prevent it being stolen from the cars at night. Inclosed yards and watchmen should be provided. If you have a shortage do not fail to complain to carrier and consignee. Every complaint helps to bring about the desired change, but many are required to accomplish it.

AS IS noted in our casualty column an Illinois farmer has adopted new tactics for protecting himself from the impositions of grain dealers. The dealer refused to buy damaged grain and the farmer clubbed him to death. Some of our demagogues will have to answer an indictment for inciting weak-minded farmers to commit murder if they are not careful of the remedies they advise for the farmer's relief from imaginary wrongs. The farmers' greatest affliction is his gullibility. Relief from the influence of unprincipled agitators is what he needs.

THE move for good roads is becoming general. Every class of merchants are contributing to the agitation for better roads. Grain buyers are more directly interested than any class save the farmers, and can well afford to give their support to the work. Good roads would increase the annual receipts of every country market, for it would reduce the expense to the farmer of hauling the grain to market and he would sell much grain which he now feeds or permits to go to waste. Then, too, the farmer would not be shut off from the country market for weeks at a time by impassable roads.

OUR fight upon the ancient methods of transferring grain at railroad terminals is not at an end. It is only fairly started yet, it has commenced to bear good results. The Wabash has accepted plans for a transfer elevator at Seventy-fifth street, Chicago, and work will probably be commenced soon. St. Louis, Kansas City and Buffalo, as well as Chicago, need better transfer facilities. Many other points need better facilities than they now have, but there is greater need for them at the points named than elsewhere. Memphis also needs a transfer elevator and if dealers shipping to southern points will persistently keep the matter before the traffic managers, one will be erected at that point.

DURING the seven months ending July 31 we exported breadstuffs valued at $147,203,207, against $84,729,598 during the corresponding period of 1891; and during the month of July $14,267,400, against $16,379,291 during July last year. In July we exported 7,825,166 bushels wheat, valued at $6,885,111; 1,227,324 barrels wheat flour, valued at $5,805,612; 2,212,524 bushels corn, valued at $1,239,340; 168,772 bushels oats, valued at $70,068; 161,642 bushels rye, valued at $128,631, and 108,894 bushels barley, valued at $53,701, in comparison with 9,418,775 bushels wheat, valued at $9,571,236; 842,404 barrels wheat flour, valued at $4,301,596; 3,056,118 bushels corn, valued at $2,052,494; 20,734 bushels oats, valued at $9,896; 235,902 bushels rye, valued at $176,288, and 264,156 bushels barley, valued at $164,383, during July, 1891.

FREE storage and money at 1 per cent. will not be furnished by the government for some time. The subtreasury bill introduced in Congress has been reported adversely and the scheme torn to pieces in an unmerciful manner. The designing demagogues seem to forget that we now have public warehouses where those wanting such service can obtain it by paying a fair price for it. It is by promising it for nothing that the agitator gets the support of the gullible granger.

SECRETARY STONE of the Chicago Board of Trade has requested the various insurance companies to refrain from enforcing the 80 per cent. coinsurance clause on grain in elevators in Chicago. The ground upon which Secretary Stone asks that grain in Chicago elevators be relieved from the operation of the 80 per cent. clause is that the non-enforcement of such a clause in other cities works to the detriment of the Chicago grain trade to enforce it here and consequently is unfair. Some of the underwriters think Mr. Stone's point is well taken, but others hold a positive opinion that it is not.

AT a fire in a grain warehouse at Davenport, Iowa, forty five sprinkler heads opened. The blaze was in the cupola, and was caused by the over-heating of grain stored while damp. The sprinklers controlled the fire until the hose be longing to the establishment could be brought into play. The water pressure was said to have been very light, owing to the insufficent size of the feed pipes, to which attention has been frequently called by inspectors. These pipes were at one time of the proper capacity, but because so many extra sprinkler heads have been placed on the riser the pressure is now inadequate.

DOTS AND DASHES.

"A Protest, A Petition." Cut it out, sign it and mail it to us.

One dollar a year—the AMERICAN ELEVATOR AND GRAIN TRADE.

All kinds of grain will be exhibited at the World's Columbian Exposition.

Oats are so light this year that the bulls will find it very easy to push them up.

A car of No. 3 White Oats recently received at Chicago weighed but 22 pounds to the measured bushel.

A car of Nebraska wheat was recently received at Kansas City which weighed 66 pounds per bushel.

A farmer of Reno county, Kan., will make enough from his farm this year to pay the cost of the land last year.

One shipment of 250,000 bushels of corn has recently been sent to San Luis Potosi, Mexico, for feeding the famine sufferers.

A train of forty grain cars of 60,000 pounds' capacity was recently drawn from Chicago to Philadelphia by one engine at a speed of fifteen miles an hour.

The greater the number of grain shippers signing "A Protest, A Petition" the greater will be its influence upon traffic managers. It is not expected that it will have the effect of bringing about an immediate change, but it will help to secure better service.

We imported 34,024 bushels of flaxseed in June, against 12,114 in June last year; and for the twelve months ending with June 285,140 bushels, valued at $319,418, compared with 1,515,546 bushels, valued at $1,667,552, for the corresponding months of 1890-91.

There is an evident tendency among Nebraska farmers to sow winter wheat along the southern border of the state. The wheat area of Nebraska increased 21 per cent. this year, compared with last. Most of this increase is in the winter wheat sown along the south line of the state. It has yielded very finely, both in quality and quantity, and a further great increase may be looked for next year, on account of the favorable outturn of this year's crop.

Grain Dealers' Associations.

ILLINOIS GRAIN MERCHANTS' INSURANCE AND PROTECTIVE SOCIETY.

President, F. M. PRATT, Decatur; *Secretary*, T. P. BAXTER, Taylorville; *Vice-President*, EDWIN BEGGS, Ashland; *Treasurer*, E. F. NORTON, Tallula.

GRAIN DEALERS' ASSOCIATION, OF OHIO.

President, E. W. SEEDS, Columbus, O.; *Vice-President*, Z. H. TRAVIS, Reese's; *Secretary*, J. W. MCCORD, Columbus; *Treasurer*, GEO. T. CHAMBERLAIN, Columbus.

STATE GRAIN DEALERS' ASSOCIATION OF TEXAS.

President, S. T. MCENNIS, Dallas; *Vice-President*, E. EARLY, Waco; *Treasurer*, J. P. HARRISON, Sherman; *Secretary*, G. D. HARRISON, McKinney. *Directors*, J. F. MCENNIS, J. P. HARRISON, E. EARLY, S. E. MCASHAN of Houston and C. F. GRIBBLE of Sherman.

NEBRASKA GRAIN DEALERS' ASSOCIATION.

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ELEVATOR AND GRAIN NEWS

Guelph, N. D., wants an elevator.

A brewery is to be built at Phœnix, Ari.

The elevator at Ligonier, Ind., is being moved.

A large grain elevator is being built at Owosso, Mich.

C. B. Lake & Co., will erect a rice mill at Westlake La.

A. T. Campbell, grain dealer at Bartley, Neb., has sold out.

An elevator is to be built at Byron, Ill., on the C. G. W. Ry.

R. E. Pratt is building an elevator in Chicago costing $30,000.

Russil & Wilson have sold their grain business at Adams, Ore.

Johnson & Lash have completed their new elevator at Vermont, Ill.

H. N. Carroll & Co. have started in the grain trade at Duluth, Minn.

Stock has been subscribed for a large new elevator at Kingston, Ont.

Vendell & Smith have bought the Farmers' Elevator at Venango, Neb.

Paul Kane is building a 30 000-bushel elevator at Rathwell, Man.

O. H. Barber has nearly completed his new elevator at Holdrege, Neb.

Brose & Arnold are building an elevator and mill at Evansville, Ind.

F. Bradley has opened the elevator at Glenwood, Minn., on the Soo road.

Abby & Son, grain dealers at Nimberg, have moved to Dwight, Neb.

The Capital Brewing Company has been incorporated at Albany, N. Y.

John Taylor is building an elevator for Van Dusen at Lake Benton, Minn.

Sign "A Protest, A Petition," published in this issue, and send it to us.

Frederick & Voss, grain dealers at Harrison, O., have dissolved partnership.

Shultice & Clayton, grain dealers at Verdi, Kan., have dissolved partnership.

J. M. Fitch of Painesville, Minn., is looking for a location for an elevator.

The Farmers' Alliance Elevator Company has sold its house at Venango, Neb.

Ragan & O'Donnell, grain dealers at Utica, N. Y., have sold their elevator.

A grain elevator is talked of by the farmers in the vicinity of Hebron, Neb.

The Nashua Brewing Company is about to build a brewery at Nashua, N. H.

Coutu & Lafontaine, grain dealers at Montreal, Que., have dissolved partnership.

Hickman, Neb., is to have an elevator in place of the one that was recently burned.

A. C. Davis & Co., grain dealers at Topeka, Kan., will build a 200,000 bushel elevator.

Messrs. Downer and Engle, grain men at Buffalo, N. Y., have formed a partnership.

Subscribe for the AMERICAN ELEVATOR AND GRAIN TRADE—only one dollar a year.

Stanton, Mich., will pay a cash bonus to a good man who will build a grain elevator.

I. W. Bouck of Royalton, Minn., is remodeling his grain warehouse to an elevator.

Caleb Dodsworth will build a large distillery at Carthage, a suburb of Cincinnati, O.

Hullers and other new machinery have been placed in the rice mill at Georgetown, S. C.

The Mt. Clemens Elevator Company of Mt. Clemens, Mich., has recently elected officers.

Improvements are being made in the power plant of the "Atlantic Elevator" at Chicago.

A grain warehouse will be built at St. Croix Falls, Wis., by the Osceola Mill Company.

Schneckloth & Son of Holstein, Ia., have bought of the A. P. Dickey Manufacturing Company a Quadruple Suction Separator, which they are using mostly on barley. They are well pleased with it.

A grain elevator will be built at Stittsville, Ont., by Samuel Mann, who ships extensively.

A 250,000 bushel elevator will be built at Kenosha, Wis., by the Pettit Malting Company.

B. J. Hubley & Sons, dealers in hay and feed at Halifax, N. S., have dissolved partnership.

A 20,000-bushel elevator will be built at Windom, Minn., by the Windom Mill Company.

Lawrence O'Brien is building a grain warehouse 40x66 feet on the railroad at Rushford, Minn.

C. W. Slagle & Co., an old Baltimore grain firm, has been succeeded by W. G. Bishop & Co.

Daniel McLane has rented the "Farmers' Elevator" at Litchfield, Minn., another year for $605.

The Rush Point Cotton Oil Manufacturing Company has been incorporated at Rush Point, La.

McManness & Palmer of Findlay, O., are rebuilding their elevator which was burned last fall.

Ira M. Gilley of Carroll, Ia, has recently bought the elevator of Foelker & Koenig at Halbur, Ia.

L. Langenfield & Co., grain dealers at Earling, Ia., have been succeeded by Langenfield & Farr.

J. S. Ludwig & Son, dealers in grain and lumber at Valentine, Neb., have dissolved partnership.

Weber & Co., dealers in grain, feed and groceries at Baker City, Ore., have dissolved partnership.

W. S. Patterson, grain exporter at New York, N. Y., has been succeeded by W. S. Patterson & Co.

A stock company is being organized among the farmers to build an elevator at Gothenburg, Neb.

Patton & Benedict, dealers in grain and produce at New Orleans, La., have dissolved partnership.

The Midland Elevator Company has been incorporated at Minneapolis, Minn., with $5,000,000 capital.

Charles Iddings is about to build a grain elevator at Julesburg, Colo., on the Union Pacific Railway.

The J. H. Moore Grain Company of Belleville, Kan., failed recently and a receiver has been appointed.

W. D. Marsh, formerly of Lesterville, S. D., has bought the elevator of Ben Jackson at Dunlap, Ia.

W. T. Carrington, grain commission dealer at Toledo, O., has been succeeded by W. T. Carrington & Co.

Beyer & Morgan, dealers in grain and feed at Brooklyn, N. Y., have been succeeded by Thomas Morgan.

The Dickey Manufacturing Company of Racine, Wis., is putting in its Overblast Separator at Palmyra, Neb.

Henry Livingston of Cook, Neb., has bought the elevator owned by Greenleaf & Baker of Atchison, Kan.

Hodges & Hides have placed a new roof on their elevator at Rushford, Minn., and made other improvements.

The elevator on the F. & P. M. Railway at Holly, Mich., is being torn down for removal to Milford, Mich.

The Winthrop Grain & Mill Company has been incorporated at Winthrop, Minn., with $10,000 capital stock.

A line of grain elevators on the Chicago, St. Paul, Minneapolis & Omaha Railroad changed hands recently.

The stockholders of the Duluth Elevator Company of Duluth, Minn., will hold their annual meeting August 16.

J. Brooks & Co., grain and elevator men of Portsmouth, N. H., have been succeeded by H. A. Yeaton & Son.

The new elevator at Hickman, Neb., is nearing completion. The engine and wagon dump will soon be in place.

The large elevator being built in connection with the "Daisy Mill" at West Superior, Wis., is nearly completed.

The employes of the Sawyer elevators at Duluth, Minn., are making arrangements for a picnic at Two Harbors.

Farnham, Allen & Co., dealers in grain, lumber and live stock at Columbus, Wis., have sold their lumber business.

The Calgary Brewing and Malting Company has been incorporated at Calgary, N. W. T., Canada. Capital $100,000.

An elevator will be built at Oak River, Man., by T. D. McFarland of that place, and Kenneth Campbell of Brandon.

A. J. Davidson & Co., dealers in grain, hay and farm machinery at Helena, Mont., are selling out their farm machinery.

W. B. H. Kerr is building an elevator of 50,000 bushels' capacity at Hartland, Wis., to take the place of the one burned.

A fanning mill agent recently victimized Charles Hilt near Columbus, Ind., who bought a mill for $22 and also signed a contract to sell the mills. Imagine his surprise when another agent came with ninety mills and produced Hilt's note agreeing to take the ninety mills for $1,980. On taking legal advice he found he would have to pay.

Lincoln K. Passmore & Co., grain commission dealers at Philadelphia, Pa., have been succeeded by I. M. Parr & Son, Ltd.

On her last trip from Kansas City to St. Louis the steamer A. L. Mason took 10,000 sacks of wheat down the Missouri.

The "Minneapolis & Northern Elevator" at Moorhead, Minn., has been closed. It will be opened when the new crop comes in.

J. M. Marsh, grain dealer at Guide Rock, has moved to Hebron, Neb., where he has bought the grain business of Henry Burgess.

A. G. Mauzy & Co. have put in a new grain separator in their elevators at Rushville, Ind. It is of the latest improved pattern.

A 10,000-bushel elevator is being built at Danbury, Neb. Another, of the same capacity and costing $3,000, will soon be begun.

Shortages and overruns in grain cargoes at Buffalo are several times more numerous in the Duluth trade than in Chicago shipments.

The schooner N. S. Gallup recently discharged a cargo of grain at the elevator of Campbell, Whitmarsh & Co. at Providence, R. I.

Over fifty cars of corn have recently been received from Chicago by stockmen at Wilton, Ia., for feeding their cattle and hogs.

The Farmers' and Merchants' Co-operative Association of Litchfield, Minn., has leased its elevator for the year ending July 16, 1893.

The Victoria Elevator Company recently bought an elevator at Hector, Minn., and has a force of men at work making repairs.

Goddard & Hall and Pearl Wight of Woodward, Wight & Co. of New Orleans, La., propose to build a 250,000-bushel elevator.

The large t floating elevator in the world was launched at Brooklyn, N. Y., June 14. Its tower rises seventy-four feet above the deck.

The "East Elevator" at Hector, Minn., is being equipped with a track scale and cleaning machinery. J. A. Englehart is in charge.

The Kansas City branch of the Missouri grain inspection department is dead; the last man has departed and the office has been closed.

The officers of the Farmers' Elevator Company of Venango, Neb, talk of building a larger elevator than the one they recently sold.

Several train loads of corn from Kansas City have been received in San Luis Potosi, Mex., for distribution to the starving people at low prices.

The N. Knauf Company, dealing in grain and keeping a store at Chilton, Wis., has been succeeded by the Chilton Store & Milling Company.

A 25,000 bushel wheat elevator will be built at Minneapolis, Minn., by the Pettijohn California Breakfast Food Company of Minneapolis.

Messrs. Edward Sweeney and Robert Irvine, the grain dealers of Shullsburg, Wis., have received a considerable amount of shelled corn recently.

The Verdigris Grain & Stock Company of Verdigris, Neb., recently organized by a number of farmers and others, has commenced business.

The Middle Georgia Oil and Fertilizer Company has been incorporated at Milledgeville to manufacture oil and other products from cotton seed.

A Quadruple Suction Separator, made by the A. P. Dickey Manufacturing Company, has been placed in the "Minnesota Elevator" at Chicago.

Brinton Walter of Christiana, Pa., recently bought an Overblast Suction Separator of the A. P. Dickey Manufacturing Company of Racine, Wis.

The Dupuis Refining and Manufacturing Company has been incorporated at New Orleans, La., to manufacture and refine cotton-seed and other oils.

Ellis E. Beebe, commission grain dealer at Duluth, Minn., has quit his business, leaving a number of creditors and customers in the lurch.

The Webster Manufacturing Company of Chicago has sold eleven Lewis Gas Engines to William Cameron of Fort Worth, Tex., for grain elevators.

Chas. Counselman & Co. of Chicago have bought a complete elevator outfit made by the Barnard & Leas Manufacturing Company of Moline, Ill.

Mr. Van Valkenburg has moved an elevator from Alexandria to Minden, Neb., and will soon be ready to ship the new crop over the B. & M. Railroad.

The Commercial Club of Mobile, Ala., has induced certain Minneapolis parties to undertake the erection of a grain elevator at Mobile; so it seems that the earnest efforts of the Commercial Club are to be crowned with success. The few floating and stationary elevators at

New Orleans are unable to handle the crop and Mobile has only lacked an elevator to secure for her a great portion of this Southern export trade.

S. C. Doots is rebuilding his elevator at Colfax, Ind., which was recently burned. When completed Rachner & Co. of Crawfordsville, will operate it.

Cooley & Son of Elsie, Mich., have recently bought a No. 3 Overblast Suction Separator of the A. P. Dickey Manufacturing Company of Racine, Wis.

Every grain dealer and elevator man should support the only paper published in his interests. Read the AMERICAN ELEVATOR AND GRAIN TRADE.

F. H. Damitt of Newport, Ind., has recently bought a Little Victor Corn Sheller and Cleaner of the Barnard & Leas Manufacturing Company of Moline Ill.

The assessors are trying to doubly tax the elevator men of Minneapolis and Duluth for their capital stock, much of which is invested and taxed in the country.

Hueneme, Cal., expects to ship 300,000 bags of barley this season. Recent receipts average 110 pounds to the bag, most of the grain being clean and plump.

Wm. Broeckert & Co. of Kiel, Wis., have recently bought an Overblast Suction Separator of the A. P. Dickey Manufacturing Company of Racine, Wis.

The Empire Elevator Company of Minneapolis will build five 20,000-bushel houses at Montevideo, Minn., Correll, Minn., and Summit, James and Spain, S. D.

The Interstate Grain Company of Minneapolis, Minn., has bought three Quadruple Suction Separators of the A. P. Dickey Manufacturing Company of Racine, Wis.

The Eaton Mill & Elevator Company of Eaton, Colo., is changing the power transmitting machinery in its elevator, substituting belt drives in place of upright shaft.

R. A. L Davis & Co. of Partridge, Kan., have recently bought a complete outfit of elevator machinery made by the Barnard & Leas Manufacturing Company of Moline, Ill.

The Grand Island Mill & Elevator Company of Grand Island, Neb., recently added machinery to double its elevating capacity and can now handle 12,000 bushels per day.

At its annual meeting held recently the Cargill Elevator Company of Minneapolis, Minn., elected Samuel D. Cargill president, and J. F. Cargill secretary and treasurer.

The A. F. Bullen Malting Company has been incorporated at Chicago. Capital stock $200,000, incorporators Albert F. Bullen, William A. Montgomery and others.

E. C. Getts of Whitehall and Frank Davis of Galesville have formed a partnership and will go into the grain and hay commission business at Merrill, Wis., September 1.

The Donovan Elevator Company has been incorporated at Donovan, Iroquois Co., Ill. Capital stock, $4,000, incorporators, J. Watkins, C. G. Watkins and A. W. Clark.

A wheat dryer has been placed in the elevator at New Brighton, Minn., operated by the City Elevator Company of Minneapolis. Hot, dry air is blown through the grain in the bin.

The rush of grain to market is being prepared for by the Union Pacific and Rock Island railways at Kansas City, Mo. Long switch tracks are being laid on the river bank.

W. L. Griffith of Emerson, Man., is exporting grain from his elevator direct to England on his own account. He went abroad early in the spring and made the arrangements.

William Hibbs of Lacey, Ia., has recently placed in successful operation an Overblast Suction Separator, made by the A. P. Dickey Manufacturing Company of Racine, Wis.

L. M. Sherman & Co. have entered the grain trade at Minneapolis, Minn. Mr. Sherman has for three years been with A. J. Sawyer & Co., and will make a specialty of milling wheat.

Barnett & Record, the elevator architects and builders of Minneapolis, have been awarded the contract for erecting the elevator and mill buildings of the Listman Company at Superior, Wis.

The administrator of the estate of the late Enoch Holmes, mill and elevator man at Minneapolis, Minn., is suing Thorp Bros. & Co. for $5,978 due to deceased from profits in certain grain deals.

S. Budgett & Son, grain dealers of London, Eng., with an export branch house at New York, are financially embarrassed, but expect to straighten their affairs and carry on business as usual.

The Chicago Board of Fire Underwriters has authorized the superintendent of surveys to make a rate upon grain elevators for blanket policies covering elevators and all appurtenances, including machinery.

Seeley, Son & Co. of Fremont, Neb., have just completed seven new elevators for McMillan & Sons, who have their headquarters at Fort Worth, Tex. These houses are in the fine "Panhandle" wheat country of Texas, on the Fort Worth & Denver Railroad at Iowa Park, Harrold, Vernon, Chillicothe, Quanah, Childress and Seymour. Lewis Gas Engines were placed in all of them to drive the machinery.

The Northwestern Grain & Feed Company has been incorporated at Minneapolis, Minn. Capital stock, $5,000; incorporators, D. C. Herbst and Paul Fontaine of Minneapolis, and O. Mossey of Sparta, Wis.

To take up an outstanding debt the Weiss Malting and Elevator Company of Chicago has made trust deed for $200,000 to the Illinois Trust and Savings Bank. The time is twenty years and the interest 6 per cent.

The Dulle Milling Company's new elevator at Jefferson City, Mo., has just been completed. Its storage capacity is 50,000 bushels. The company ships wheat very extensively down the Missouri River by boat.

Spies & Son, at Graettinger, Ia., have adopted the Dickey Overblast Separator for flax, which they like very much. They say it is the only cleaner they have seen that will clean all kinds of grain and flax well.

Advance the interests of your business and the grain shipping business at large by cutting out "A Protest, A Petition," published elsewhere in this issue, signing it and sending it to Mitchell Bros. Company, Chicago.

M. & J. Krebsbach, at Adams, Minn., have adopted the Dickey Overblast Separator for flax; and F. A. H. Greulich of Keystone, Ia., has just put in his second machine of this kind, this time in his Elberon house.

A portion of the proceeds of the $5,000,000 of capital stock recommended for sale by the directors of the Illinois Central Railway Company will be used in the construction of a terminal grain elevator at New Orleans, La.

The Westman Mercantile Company, dealing in grain, hay and flour at Denver, Colo., failed July 27. Liabilities $82,000; assets $140,000. The assignee is Earl M. Cranston. Banks are creditors to the extent of $65,000.

The grain dealers and millers of Grand Rapids, Mich., held a picnic July 26, which included a visit to North Park and a steamboat ride to Grand Island. Business was discussed on the boat and plans laid for mutual benefit.

During the high wind on the morning of July 15 the "Kansas Central Elevator" at Leavenworth shook in a violent manner, and for a time threatened to tumble over into the river. Only slight damage was done the building.

Following the example of the Northwestern Farmers' Protective Association of Grand Forks, N. D., a South Dakota farmers' association proposes to build an elevator at West Superior, Wis., to handle their wheat for export.

Cotner & White of Pickrell, Neb., are using the No. 4 Quadruple Suction Separator they recently bought of the A. P. Dickey Manufacturing Company of Racine, Wis., to raise the grade of hot corn from "No Grade" to No. 3.

S. A. Fox and J. F. Smart of Waukesha, Wis., have incorporated the Waukesha Produce & Grain Company and bought the grain business of T. Haynes & Son and the lease of the 20,000-bushel elevator on the St. Paul Railway.

The Porter Milling and Elevator Company of Winona, Minn., is putting up an elevator 20x70 feet with bins 32 feet high, giving a capacity of 50,000 bushels. The flat house at that place is being remodeled to hold 10,000 bushels more.

The W. W. Cargill Company has been incorporated at La Crosse, Wis, to own and operate its elevators and mills on the Southern Minnesota Railroad. Capital stock $350,000; incorporators W. W. Cargill, S. D. Cargill, E. J. Tull and James Fall.

The Jacobi Elevator Company has been incorporated at East Grand Forks, N. D. Capital stock $50,000; incorporators E. R. Jacobi of East Grand Forks, Earnest Jacobi and C. W. Peterson of Grand Forks, and J. H. Cook of Duluth, Minn.

The Pacific Coast Elevator Company of Portland, Ore., recently began to load export grain cargoes one-third in bulk instead of all in sacks. Fewer sacks need be bought and carried as dead weight across the seas, and the insurance costs no more.

The A. P. Dickey Manufacturing Company's Overblast Separators have been put in by Z. R. Carter & Bro. at Chicago; S. T. Haydon, Union City, Tenn.; C. D. Resler, Hendley, Neb.; Powell Bros., Danbury, Neb., and Walter Bros., at Otoe, Ia.

No organized attempt will be made by the grain men of Kansas City, Mo., to secure the prompt unloading of cars. At their recent meeting it was seen that any attempt to give advice would only be productive of wrangles; consequently it was decided to leave the matter entirely to the railroads.

Since the opening of navigation large quantities of peas, oats, barley, buckwheat and rye have been shipped from this port to the English and Continental markets, and there is still a good inquiry for peas and oats, which have advanced in price here owing to the gradual depletion of supplies. This season the shipments of Canadian coarse grains have taken the place of through shipments of American corn which has been too high for export, and consequently we have had an excellent opportunity for disposing of our large crops of peas, oats, buckwheat and rye, besides a considerable portion of our barley crop.—*Trade Bulletin, Montreal.*

A shear marine leg has been added to the "Minnesota Elevator" at Chicago, so that grain can now be received from lake vessels and canal boats. Power is transmitted to the leg by a rope drive. Other improvements will also be made in the near future.

The Wabash Railroad will build a transfer elevator at Auburn Park in Chicago, Ill. It will be 40x150 feet on the ground and have a capacity of 125,000 bushels. The cost will be $45,000. The plans were drawn by H. B. Wheelock, architect, of Chicago.

The A. P. Dickey Manufacturing Company of Racine, Wis., is putting in warehouse grain cleaners of its make at Stacyville, Ia., Lenox Dale, Mass., Thornton, Ia., Touhy, Neb., Le Roy, Ill., Irwin, Ia., Elba, Neb., Cowden, Ill., and St. Ansgar and Liberyville, Ia.

The rice mill combination at New Orleans, La., has disintegrated. All the mills held under option have been returned to their owners, except the "Perseverance," which was bought outright. The idle mills are being repaired and will start on the new crop just being harvested.

A 12,000 bushel elevator is being built at Glandorf, O. It is 24x42 feet and 40 feet high. Each of the eight bins holds over 1,000 bushels. At first horse power will be used, but arrangements have been made for steam power. The building has a fine slate roof, on which are painted the words "Glandorf Elevator" in large letters.

John McLean, agent of the Union Elevator Company, at Brainerd, Neb., was arrested at Omaha, August 11, charged with embezzling $2,000. He paid more for grain than it was worth, it is alleged, and divided the proceeds with the farmers. He also bought for future delivery, and if the price went up he pocketed the difference.

The Northwestern Farmers' Elevator Company of Grand Forks, N. D., recently elected the following officers: O. O. Haugerud, president; Levi Steenerson, vice-president; Thomas Ulven, secretary; O. T. Grunli, treasurer. T. E. Hanson of the Superior Consolidated Land Company has offered a site at West Superior, Wis.

The stockholders of the United Elevator Company of St. Louis, Mo. at their recent meeting elected the following directors: W. M. Samuel, J. B. M. Kehlor, S. E. Hoffman, Hugh Rogers, John R. Lionberger, Nathan Cole, D. Block, John Wahl, S. R. Francis, Andrew Warren, Charles T. Orthwein, R. P. Tansey and Redmond Cleary.

Some new dealers every year do not know our system of inspection, and ask to have wheat blown first, and then inspected. This cannot be done without considerable cost. Grain is inspected on the track as it comes in, and then elevated into bins. If grain is to be blown it goes first to the blower and then to the bin.—*Toledo Market Report.*

The Morgan & Dye Company, organized at Cincinnati, O., last October, has already worked up a large grain business. Besides their elevator in Cincinnati the company has two houses in Kentucky from which shipments are made direct. R. S. Morgan is president; James W. Dye, vice-president and general manager; A. F. McGown, secretary, and C. B. Allen, treasurer and assistant manager.

The Marfield Elevator Company has been incorporated at Winona, Minn. Capital stock, $150,000, divided into 1,500 shares, half of which are to be paid in. Incorporators, H. J. O'Neill, O. L. Marfield and H. D. Morse. Officers for first year, president, H. J. O'Neill; vice-president, H. D. Morse; secretary, C. M. Morse; treasurer, J. R. Marfield, and general manager, O. L. Marfield.

On every freight car detained at Topeka, Kan., over forty-eight hours the Atchison, Topeka & Santa Fe Railroad will levy a penalty of $2 per day, and moreover reserves the right to store grain in public elevators. To still further facilitate the moving of the new crop the company will enforce the rule requiring an exchange of car for car with connecting lines. Other roads will find it easy to set up similar regulations and thus the impending car famine may be averted.

Although it rained 51 days during May and June The Heidenreich Company, elevator builders and architects, completed the 1,250,000-bushel cleaning house for Counselman & Co., at Chicago, on time. It was started July 16 and took in grain August 1. Everything is running nicely and without noise. The engine room is one of the finest. The proprietors are well pleased with the house and Superintendent E. M. Ashley claims it is the "best in the world," which we think no one will deny.

Mrs. Cornelia B. Linstead has filed a bill in the Circuit Court at Chicago against R. E. Pratt & Co., grain dealers on the Board of Trade, to set aside a mortgage on the ground that no legal consideration was given. Complainant and her husband, Daniel B. Linstead owned a valuable homestead in Edgewater. He recently speculated in grain on the Board of Trade through R. E. Pratt & Co. and lost $16,000. Linstead gave them a note for $14,000, secured by a mortgage on his homestead. Mrs. Linstead signed a $5,000 mortgage on statements

made by her husband that the funds were to be put to good use. He died May 27, 1892, and shortly afterward the widow was informed by Pratt & Co. that they held a note for $14,000 and mortgage on the property and that one year's interest was due.

F. F. Cole of Toronto, Ont., a year ago bought 3,000 bushels of No. 2 Oats of Williams & Co. of Winnipeg, Man., for prompt delivery. The shipment was a month late and no inspector's certificate was forthcoming. Cole then refused to take the oats, and after a long dispute the arbitrators have recently decided Williams & Co. are not entitled to recover from Cole and must pay $47 costs.

A company has been organized at Ashley, Minn., to build a grain elevator. The capital stock is $3,000, divided into 300 shares, no one allowed to hold more than ten shares. C. J. Stene was chosen temporary secretary, E. K. Teisberg, president, and S. J. Beebe, treasurer. Directors, Soren Knutson, Halvor Thompson, J. O. Madland, J. M. Stene, F. Risbraat, August Miller and Nordahl Melby.

The firm of Osborne Bros., dealing in grain at New York, N. Y., on the Produce Exchange, for a few days had its affairs tied up, owing to the illness of V. A. Wegener, the confidential clerk of Frederick Koerboe. Mr. Koerboe is the only member of the firm and returned from an absence in Europe August 15, when everything went on as usual. In the meantime H. Max Held had charge.

The Milwaukee Malt & Grain Company has been organized at Milwaukee, Wis. Capital stock, $1,000,000; officers, president, Anton Asmuth; vice-president, C. Manegold, Jr.; secretary, Bruno E. Fink, and treasurer, Albert Zinn. A large malt house is now being built. The new company has bought the businesses of the Asmuth Malt & Grain Company and the Zinn Malting Company of Milwaukee.

A 300,000-bushel transfer elevator will be built at St. Paul, Minn., on the Minneapolis & St. Louis Railroad, by the A. D. Mulford Elevator Company. The company intended to build a much larger house, but in view of the uncertainty as to the outcome of the railroad grain rate discrimination cases before the Interstate Commission, it was decided to proceed cautiously. The new building will cost $75,000.

J. R. Van Deusen & Co. of Minneapolis, Minn., owners of the "Star Elevator Annex," which fell on Aug. 12, 1891, letting several thousand bushels of wheat into the streets, have begun suit against the Liverpool and London and Globe and Lancashire insurance companies, which refused payment of the policies on the ground that the fall of the building caused the fire and that the companies were not liable.

The National Elevator & Dock Company and Murry Nelson & Co. have filed a bill in the Circuit Court at Chicago to compel the Chicago, Madison & Northern and Illinois Central railroad companies to perform a contract made in 1891. The railroad agreed to switch grain cars for $1 and handle empties free, in return for a waiver of damages caused by laying tracks along the elevators. The agreement has been violated by the railroad and the court is asked to compel its performance.

The suit of Ferguson & Lewis, millers at Rochester, N. Y., against Elmer E. Frye, grain dealer, for shortage in two cars of wheat sold to them, reported in our last issue, has been decided in favor of Mr. Frye, because there was a verbal understanding between the parties that official weights should be accepted. The proved fact that the cars were short when unloaded at plaintiff's mill cuts no figure. Mr. Frye died August 4, after the case was decided in his favor, but the plantiffs have taken an appeal.

Gilman, Cheney & Co., grain and flour commission dealers of Boston, Mass., failed August 12, making an assignment to C. P. Searle. Although the firm's business had been unprofitable for some time James E. Gilman, the senior member of the firm, lived in regal style and had an elegant residence at Newtonville. He is supposed to have appropriated funds belonging to a large estate of which he had charge. He left New York for Europe or South America about August 1 and nothing has been heard of him since. The accounts of his partner, Mr. Cheney, as treasurer of the Boston Chamber of Commerce, have been found to be correct in every particular. The firm was established in 1858.

The Philadelphia Board of Trade recently passed resolutions that whereas the grain handling facilities at Erie, Pa., are inadequate the Pennsylvania Railroad and Erie & Western Transportation Company be requested to inquire into the subject to see if the erection of a new elevator at Erie would not be for the best interests of the companies and Philadelphia. In reply Frank J. Firth, president of the Erie & Western Transportation Company, quotes the last annual report of the secretary of the Board of Trade, which said: "It is fair to say here that the secretary's report regarding Erie was in every way favorable, and that its terminal facilities are largely in excess of any probable demands that may be made upon them in the near future."

Our hay exports were, in June, 2,708 tons, against 2,014 tons in June last year; and for the twelve months ending with June 35,201 tons, valued at $582,838, compared with 28,066 tons, valued at $470,228, for the corresponding months ending June 30, 1891.

Crop Conditions.

Missouri.—The corn crop has been in a critical condition also and the hot, dry weather has caused damage that cannot be repaired.

Indiana.—Corn has been doing well recently, but under the most favorable circumstances they do not look for a full crop. The yield and quality of oats will be below that of last year.

Michigan.—The Michigan crop report gives the estimated total yield of wheat for 1892 at 24,912,274 bushels in the state. The area in wheat this year is nearly 160,000 acres greater than in 1891.

Ohio.—Corn is generally reported as uneven. Oats looked well before they were cut, but the yield is small and the quality poor, and the crop generally turning out much less than was anticipated.

Kansas.—Reports from over 100 prominent stations in Southern Kansas say that the corn crop has not made up any lost time, but by lost time has lost a good deal of life and the crop is seriously injured.

South Dakota—Leads the Northwest this year in bright prospects for a big yield of wheat of fine quality. Various companies interested largely in the outcome are out with estimates. They credit that state with a crop of 40,000,000 bushels to 60,000,000 bushels.

Washington, Waterville, Douglass Co., July 27.—About half the wheat crop will do to cut in two or three weeks. Our harvest does not come as early as at some other places, but it will be a joy to us when it does come. O. W. Kinzebach.

Wisconsin.—While considerable rust exists in wheat, rye and barley, and oats have suffered considerably from lodging and a little from rust, on the whole the oats crop promises to be large. Corn and potatoes are coming along fairly well, but of course behind the season. Millet and buckwheat are doing well.

Nebraska.—The best of corn will average fourteen days late and a large proportion of it from three to four weeks later than usual. Oats are thrashing out a much lighter yield than was expected, and the quality is generally not good. Farmers are selling wheat and holding their oats. Old oats are pretty well cleaned up.

Kentucky.—The commissioner of agriculture for the state of Kentucky says: "Our wheat crop for this year was probably never before equaled. The yield in some sections is unprecedented. Corn irregular but promises 93 per cent. of an average. Oats, finest crop harvested in many years, but acreage smaller than last year."

North Dakota.—The harvest of barley and rye is now in progress generally, and both of these crops will be a fine yield. From all correspondents come reports that corn promises an excellent crop. The harvest of oats will be rather later than usual, but the corn is looking far better than last year and the present indications give hopes for a large yield.

Illinois.—August 9.—The crop bulletin issued by the State Board of Agriculture to-day shows that, with an area of 1,895,146 acres of winter wheat, the average yield per acre throughout the state was 32,831,718 bushels. The area seeded to oats this season, as compared with 1891, is 93 per cent., or 2,787,538 acres. The total yield of the state is 93,314,515 bushels.

Oats.—Prime says: "Comparing the crops of this year and last year together we have as follows: Last year more or less badly colored; this year, bright so far; last year, good weight; this year, light in weight. Taking Illinois, Iowa and Nebraska, the three great oat states, I do not think they will this season make much more than three-fifths of last year's crop."

South Dakota.—Prime reports spring wheat in shock. It is fairly well filled. The crop is not as large as last year, and the quality not as good. The weather has been excessively hot, and under the most favorable conditions the crop will not be as large as that made last year. There is considerable danger still of frost catching the latest of wheat, as it is fully three weeks yet before that will be fit to cut.

Ohio.—The official report of the Ohio State Board of Agriculture on the condition of crops to August 1 is as follows: Wheat condition compared with a full average, 80 per cent.; average date of harvest, July 4. Oats, condition compared with a full average, 83 per cent; average date of harvest July 23 Barley, average date of harvest, July 11. Rye, average date of harvest, July 6. Timothy, condition compared with a full average, 85 per cent. Potatoes, condition compared with a full average, 75 per cent. The wheat harvest is completed and considerable threshing has been done, and while the estimated product is still shown to be 80 per cent., the same as reported July 1, many correspondents note that the wheat is not threshing out as well as was expected. The lightest yields are in the north and northwestern counties, some of which estimate as low as 40 and 45 per cent. The present wheat estimate would indicate a crop of less than 35,000,000 bushels, against about 45,000,000 bushels last year. It will not be surprising if after reports from threshers come in from all the counties of the state this estimate is somewhat reduced. Grasshoppers are numerous in many localities, damaging oats, meadows, corn, pasture and buckwheat. They have not been so bad for many years. Corn cannot make a full average crop. While in some parts of the state the stand is good, in other parts it is small and weedy and cannot make a full growth and yield. On flat lands many cornfields have been abandoned. In many fields the white grub worm has done some damage to the crop.

Southern Iowa.—Oats are all cut and threshing commenced, turning out poorly in quantity and quality, making twenty five bushels an acre. The oats ripened too quickly and this seems to be the cause of the general shrinkage in the crop everywhere. The straw was long and the indications pointed to another good crop, but the sudden transition from cool, wet weather to hot, dry weather produced the results the threshing machines all over the country are now telling.

Eastern Canada.—Advices from a number of districts, both east and west of Toronto, report that the potatoe crop will be a complete failure. Most of the winter wheat west of Toronto has been harvested in good condition. Peas are looking very poorly and sickly in Ontario and Quebec; and owing to the prospects of a very poor crop. Oats promise to be a remarkably fine crop in Quebec as well as in Ontario, and if the weather continues favorable the best crop known for years will be harvested.

Government Crop Report.—The crop returns of the Department of Agriculture show a slight improvement in the condition of corn, raising the monthly average from 81.1 in July to 82.5 in August. In only four years since the initiation of crop reports has there been a lower August condition. In the year of worst failure, 1881, it was 79, declining to 66 in October. In 1890 it was 73.3, declining to 70.6 in October. In August, 1886, it was 80.7, and in 1887 it was 80.5, declining later only in the latter years. A slight improvement is indicated in the states north of the Ohio River and a greater advance in the states west of the Mississippi River, except Kansas and Nebraska. Condition is high in nearly all the Southern states, nearly the same as in July in the breadth west of the Mississippi, higher in the lower states of the Atlantic coast, and slightly lower in Alabama and Mississippi. A small decline is seen in the Middle states, though in both of these divisions the average is higher than in the West. The following averages of principal states are given: New York, 90; Pennsylvania, 86; Virginia, 90; Georgia, 97; Texas, 94; Tennessee, 92; Ohio, 81; Indiana, 84; Illinois, 73; Iowa, 79; Missouri, 83; Kansas, 81; Nebraska, 80. Most correspondents indicate a present tendency to further improvement. The returns relating to spring wheat are lower, declining during the months from a general average of 90.9 to 87.3. The reduction is from 90 to 86 in Wisconsin, 92 to 87 in Minnesota, and 90 to 85 in North Dakota. There has been a slight advance in South Dakota and Nebraska, with no change in Iowa. In the mountain states the condition is generally high. In Washington a decline is reported from 90 to 78 as a result of blighting heat, and in Oregon from 91 to 76. The condition of other crops averages as follows: Spring rye was 89.8 instead of 92.7 in July. Oats 86.2, a fall of one point. Barley was 91.1 instead of 92. Buckwheat average 101.3; condition 92 9. Potatoes 86.8, declining from 90. Hay 93 2.

Illinois.—Reports made to the Illinois Department of Agriculture on August 1 by correspondents throughout the state have been tabulated, and the results obtained. The area of winter wheat for harvest was larger than was anticipated earlier in the season. The greatest loss from winter-killing and other sources was in the northern division, where 8 per cent. of the area seeded was destroyed. In the central division but 4 per cent., and in the southern only 3 per cent. was killed. On the estimated area of 1,895,146 acres, less the area winter killed, the average yield per acre throughout the state was eighteen bushels, making a total winter wheat crop of 32,831,718 bushels. The quality of the grain is usually good, and the greater portion of it will grade No. 2. Smut has done some injury to wheat in the counties of Henderson, Mason, Menard, Gallatin, Massac and Munroe, and rust has done some damage in Macoupin county. In Calhoun county a little wheat has sprouted in the shock. The average yield per acre of spring wheat is fifteen bushels. According to the estimates of crop correspondents the area of oats this season as compared with 1891 is 93 per cent. of 2,737,538 acres. The total oat yield of the state is 93,314,515 bushels. Some difficulty was encountered in harvesting the oats on account of their having lodged badly, many acres having to be cut only one way. Rust did some damage to oats in Lee, Woodford, Clark and Douglas counties. In Champaign and Ford counties the army worm attacked oats, but came too late to do much harm. The oats louse was also present to a small extent in Ford county. Considering the many and varied circumstances which have militated against the planting and growth of corn this season, the condition of the crop on August 1 is beyond the most sanguine expectation. While ten days to a month late all over the state, should we be favored with a late fall, it is believed that much more of the corn than was expected will yield a fair return. The growth is exceedingly uneven, so that it is very difficult to form a just estimate, but the reports from all portions of the state are very uniform, and indicate 73 per cent of a reasonable condition at this time. While much of the growing corn cannot make a crop under the most favorable circumstances it can be utilized for fodder and ensilage and farmers who have never paid much attention to the latter will find it to their advantage in this season of a short corn crop. It should be remembered that the reported condition is only the growing crop and the decreased area must also be taken into consideration. In Adams, Effingham, Fayette, Jasper and Marion counties chinch bugs are working in the corn, especially those fields adjoining wheat fields, but not a great deal of damage is anticipated.

PRESS COMMENT.

THE CANAL TOLLS QUESTION.

There is nothing unexpected in the information that the President of the United States has approved of the measure relating to canal tolls, the formal title of which is "An act to enforce reciprocal commercial relations between the United States and Canada." The business of carrying grain from the Canadian and American Northwest through the great lakes, the St. Lawrence and the canals is a vast one, and great injury may be done to the shipping and agricultural interests of both countries by retaliatory measures.—*Toronto Globe.*

INSPECTION OF MANITOBA GRAIN.

The steady agitation that the Dominion Millers' Association has kept up against the system adopted in the inspection of Manitoba wheat is likely at last to produce a remedy. Our friends in Manitoba have themselves come to recognize the justice of the complaints, and are learning, as has been plainly recognized by the trade in the East, that Manitoba's interests are being injured by the system of inspection in vogue at Port Arthur. A bill on the lines suggested by the Dominion Millers' Association is now before the Commons. We do not know just how completely the measure will serve to meet the whole case, but we have reason to expect that the government will not any longer permit the looseness that has characterized the present system of inspection to prevail.—*Canadian Miller.*

PUBLIC OPINION MAKES CURRENT PRICES.

With the yield of each particular state or country almost as much in the dark at harvest as at planting, there is very little of well-grounded public facts to be used as a basis for operations that include risks. Such operations are conducted upon principles that are very much a matter of feeling anyway, and whoever interprets best the public sentiment in advance, and is guided by his interpretations, is the most likely to be the greater gainer. It makes very little difference with the operator for a turn whether he is well informed as to the end of a year's supply or not, if he has correct perceptions of what the public will believe it to be. It makes not the least difference to short time operators whether public opinion is right or wrong, in that respect, for public opinion makes and unmakes current prices, and not facts that will not develop for the next six months at least.—*Market Record, Minneapolis.*

PROFITABLE EXPORT BUSINESS.

If the exporting business is so profitable, why do not grain dealers plunge into the export business? In Minneapolis and Duluth are many millions of dollars invested by experienced grain men in grain storage and milling. How many of these companies make a business of exporting? In Duluth two and in Minneapolis none. Of two dozen prominent elevator companies handling Northwestern wheat, only two found in exporting enough profit to induce them to engage in it. Theories are fine in stump speeches and campaign documents. But if there was a clear and safe margin of only 2 cents a bushel in grain exportation, how long would it be before not only every grain dealer but every capitalist in the grain producing and shipping states would be flocking into the exportation business? Two cents a month is a commercial snap which capital does not often let pass.—*Farmers' Tribune, Minneapolis.*

BENEFITS PRODUCERS AND CONSUMERS.

The keen competition in getting the earliest and most trustworthy information about all matters touching both supply and demaud results in immense benefit to both producers and consumers. It prevents glut and ruinously low price at one time and scarcity and excessively high price at another. It enables the farmer to get almost as high a price just after harvest as he can after holding his crop four or six months. The market quotations prove this every day. It is safe to say that the difference would be at least five times as great if Miller, Washburn & Co. should succeed in suppressing dealings in futures. The farmer would be immensely injured by driving capital from the produce exchanges and destroying the incentive to getting that early and exact information which is so essential to the equalization of prices and the even and systematic distribution of produce in both time and place.—*Chicago Herald.*

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

M. F. Seeley of Seeley, Son & Co., Fremont, Neb.
M. L. Chase of the Chase Elevator Company, Chicago.
B. F. Ryer of the Simpson-Robinson Company Minneapolis, Minn.

THE WASHBURN-HATCH BILL.

[From the speech of Michael D. Harter of Ohio, delivered in the House of Representatives.]

Mr. Speaker:—The bill under discussion, known as the Washburn-Hatch bill, would not be the occasion of surprise, if it eminated exclusively from the Senator representating the state of Minnesota, for he is a well-known believer in special class legislation, and his associate, Mr. Pillsbury, who is actively interested, and who is warmly urging the passage of this bill, is known among those who are familiar with the grain and flour trade, as the agent, manager and all-powerful representative of the great English syndicate engaged in the manipulation of wheat and its products, and at all times strenuously seeking to buy the wheat grown by American farmers at the lowest possible prices.

The Washburn-Hatch bill is just such an unjustifiable, meddlesome, inquisitorial, undemocratic proposal. Taken from begininning to end, there is not now upon the statute books of England, France, or Germany, an equally despotic and unreasonable law, and Russia boasts of only one or two, which resemble it.

My next objection to this bill is, that the very first claim made for it is a bald, contemptible, unworthy lie. It is said that it is a bill to produce revenue, and yet all of us know that the proposed tax would absolutely suspend that class of transactions, and therefore not produce *any* considerable revenue. The whole effort then, to put this griping, drastic, unjustifiable legislative handcuff upon the business of the country, is based upon false pretense, and is a fraud upon its face.

In the next place, I denounce the bill because it is unconstitutional, for it is a direct interference with the rights of the people of the several states. The idea that the United States Government can prevent any citizen of the state of Ohio from buying and selling inside the state of Ohio, wheat, corn, pork, or any other of the great products of our state, or any representatives of them, whether substance or shadow, is simply preposterous, and the claim that the law is passed for the sake of producing revenue, would be kicked out of any court of competent jurisdiction on American soil.

I object to the law, because at Chicago and at Toledo, where option trading pure and simple, is charged by the partisans of this measure, with doing great harm, they already have ample constitutional state legislation in regard to it, and in every other state they are quite competent to pass similar laws.

When speaking of the lack of necessity for this kind of legislation, I ought to have mentioned the fact that the courts constantly hold that contracts and agreements which the friends of this bill speak of as pure gambling contracts are void and that they cannot be enforced, so that the common law in every state in the Union provides an all sufficient cure in every instance where a remedy is needed.

This bill singles out special articles and restricts trade in them to the injury of all interested, while speculation in futures in petroleum and stocks which is quite as common as in wheat and hog products, is not affected by this bill. Again it aims to suppress selling of options and futures but has no word of condemnation or a line of restraint for the buyers of them. The passage of this bill and its enforcement would be followed immediately by another variety of the same kind of speculation. It would be in the form of flour speculation in which our cunning friends, Messrs. Washburn and Pillsbury, who have used Mr. Hatch to draw their chestnuts out of the fire, would be perfectly free to engage.

Accident has made me a large buyer of wheat as well as an extensive producer of flour, and of course I am able to see, perhaps as clearly as Mr. Pillsbury, that the passage of this law would reduce the number of buyers greatly, and thereby enable him and me to supply our wants at lower prices and therefore at the expense of the farmer, while it would leave our hands untied to speculate in flour to an extent only limited by our own sweet wills.

Of course I should be very glad to make more money out of the mills I am interested in, but I do not think that I am justified in supporting or voting for legislation putting money into my pockets or into those of my friends engaged in the same business, at the expense of the farmers of the country. Every farmer ought to know by this time that supply and demand fix the market value of wheat. The more active and vigorous the speculation in wheat, the more quickly he realizes the higher or the lower prices, whichever the actual conditions of supply and demand warrant. It therefore tends to greater steadiness in the price of grain, which not only is to his advantage directly, but is indirectly enormously to his advantage, for it encourages trade and dealings in his commodity and warrants, by the comparative steadiness of prices, the enormous investments of capital by banks, in loans upon his products, which in turn, results in supplying him at all times with a strong and ample purchasing market whenever he wishes to sell.

The price of cash wheat in which the farmer alone has an interest, is governed by the current daily demand which is largely increased by maturing short sales.

Let me illustrate this. At one mill where I am interested, we are not only large buyers of wheat but have great storage capacity, and this coming harvest we shall put into our warehouses about 600,000 bushels of wheat, If the price were to advance before it were ground into flour 10 cents per bushel it would make us $60,000, but if it should decline 10 cents per bushel we should lose $60,000. Not being speculators, knowing that wheat speculation in the end results disastrously to most of the people who engage in it we should be unwilling to buy such a vast quantity of wheat if we were not able to sell the futures against it, and thus protect ourselves against loss on our transactions. Therefore, if we had no future market in which we could sell this wheat we should buy very much less of it and should not be able to pay the farmer within 10 cents per bushel as much as we pay him now, because we would have to have that additional margin to insure us against fluctuations in the market. What is true of us is equally true in varying degrees of every miller, warehouseman and exporter in the United States, so that the passage of the Hatch bill would in the end surely reduce the number of buyers of cash wheat from the farmer and put down the price of the wheat that he had to sell.

Take rye for instance, in which practically there is no selling of futures or dealings in options, and yet rye has fallen more in the Chicago markets than almost any other grain, it being over 30 cents a bushel lower to-day than its highest price since last harvest.

Take beef as another illustration. It is an article in which there has been little or no speculation in futures during the last thirty years, while pork and its products have been largely dealt in on speculation and often wildly gambled with. If the Hatch people are correct, beef would be higher and pork low. On the contrary, relatively speaking, the prices of pork have averaged in all these years, to be much more satisfactory than those of beef. The low price of cattle is a cause of common complaint, and it is due, ranchmen and their newspapers claim, to the fact that their product, cattle, is in the control of four great buyers. It is very clear that in this case a competition and speculation which would create an active demand and brisk movements, beyond the control of the "big 4," would help the cattle raisers from Maine to California.

THE EXCHANGES

As was proposed, the St. Louis Merchants' Exchange has bought the building it occupies for $600,000.

Tickets of membership in the New York Produce Exchange are selling as low as $750 and renting for $25 a year.

At a recent meeting of the Winnipeg Board of Trade the following were elected as the board of grain examiners: S. A. McGaw, G. R. Crowe, Wm. Martin, D. G. McBean and S. Nairn.

The trustees of the Buffalo Merchants' Exchange voted $500 August 9 to be expended on the Erie Canal Centennial. More funds will be raised to create a sentiment in favor of the canal and secure improvements.

The St. Louis Merchants' Exchange has changed its new rule requiring a notice of delivery to be given on time contracts before 11:30 A. M. for buyer's or seller's option by extending the time to 12:30, which is more satisfactory, as dealers can cover their lines at the 11:30 call.

Privilege trading is about dead in Chicago since the Board of Trade adopted severe measures. At the regular session of the board of directors August 9 a member suspected of dealing in puts and calls refused to answer questions on that subject and was summarily suspended from the privilege of the floor for thirty days.

The West Superior Board of Trade, recently organized, has as yet obtained only a precarious foothold. A serious obstacle to its success is the demand of grain men for Minnesota inspection. The rules of the board are identical with the Minnesota rules, but West Superior inspection has no established standing in the markets.

The San Francisco Produce Exchange elected the following directors July 19: J. Newman, E. Ransom, Seth Clisby, F. W. Eaton, E. C. Evans, T. J. Parsons, H. Sinsheimer, P. E. Bowles, A. C. Paulsell; and the following committee of appeals: Max Brooks, William Berg, E. W. Ferguson, H. C. Somers and J. Martinstein.

The four life insurance clubs of the Chicago Board of Trade are in trouble. They are threatened with the loss of their common charter through the mismanagement of the "general" club by its former secretary. Because of this mismanagement the state auditor has brought suit to take away the charter. No. 1 of the Board of Trade clubs has 500 members. At a recent meeting of the club it was recommended by a committee that a new charter be taken out, but those who have paid their assessments for the past eleven years object to this, and an attempt will be made to save the original charter.

The Philadelphia *Record* says: "The effort to bring grain to Philadelphia by way of Erie does not seem to be meeting with the degree of success that was hoped for earlier in the season. From the opening of lake navigation to August 1 Erie had received 7,516,000 bushels of wheat and corn to Buffalo's 49,800,000 bushels, the latter amount being 87 per cent. and Erie's 13 per cent. This is a considerably smaller percentage than was anticipated."

DEVELOPMENT OF THE GRAIN TRADE OF GREAT BRITAIN.

The ancient markets of the kingdom, many of which existed before the Norman Conquest, fulfilled purposes which are now to a large extent served by the press. In former times the market was the test of value, preventing buyer and seller from wasting time over endless disputings. The spread of information which followed on the invention of printing was immediately great with respect to religion, and afterward in relation to politics, but commercial information at once sound, extensive, and "up to date," is one of the most recent benefits of the press. Markets until a hundred years ago, at least, existed quite as much for the comparing and putting together of information as they did for actual buying and selling there and then. The country markets still fulfill a part of this "informational" function. It is at the local exchanges that we may learn with more fullness and accuracy than elsewhere the details of local yield, and the informant, whether grower or miller, is restrained from rash statement by the knowledge that he is speaking in the presence of brother experts. The number of transactions registered at the statute markets would appear to have reached its minimum in the years 1887, 1888 and 1889, but to have commenced an upward movement the following year. The reality of these conclusions is, however, much disputed, as some of the best judges in the country assert that the stricter enforcement of the Acts compelling returns is responsible for the whole difference in the figures. The transfer of agricultural statistics from the Board of Trade to the Board of Agriculture is even to day very complete. We hear, for example, that London and Cambridge make returns to one authority—the latter; while Norwich and Oxford make returns to the other. However that may be, the inquiry for returns is more stringent at all markets than it used to be, and we cannot safely base any conclusions on any recent increase in accounts of market sales.

Steering as far as may be an equal course between the rather neglected returns of the eighties and the fuller ones of to-day, as regards the proportion of actual sales revealed by them, we discover that in an average year about three and a half million qrs. of wheat, about four million qrs. of barley, and some half to three-quarter million qrs. of oats are sold at a little under two hundred exchanges.

Coming to the big port markets like London and Liverpool, we find that the former requires three and the latter two regular markets a week, London having the Mondays, Wednesdays and Fridays; Liverpool the Tuesdays and Fridays; while Manchester, Bristol and Plymouth have Thursday, and the agricultural exchanges are the chief feature of the Saturday. Trade at official markets of the first-class is done on a nominally cash basis, but in London payment within a month passes for cash, and no interest runs against the purchaser who pays within the month. This is the reason why London is so dull in November, and especially from the 15th to the 30th of that month. Contracts made then will have to be honored just at the close of the year, a contingency which every trader makes special efforts to escape. The volume of business at the port markets has almost certainly declined the last ten years. Capital at Mark Lane in especial is less than it used to be. Many of the stands have been abandoned by principals to their managing clerks, and the manipulators of opinion, the leading operators in corn, do not trouble the markets by their presence very much. The attendance of factors and small buyers has fallen off from another cause. Enterprising firms long since took up with the system of employing travelers, and the local buyer knew what was a fair price to pay, by means of his agricultural newspaper and its weekly list of quotations. Not only is expense of traveling shifted by this plan from the buyer to the seller, the more eager going by process of a sort of natural law to the less eager, but the quietude of the local shop with its gentle current of business, occupying the entire day, is felt to be more favorable to consideration and selection than the bustle of the Exchange. Sellers, too, like the system, for it greatly tends to create a class of regular customers.

Yet a third development of the grain trade has to be noted. This is the adoption of the French and American produce exchange system. In the papers of to-day may be seen some such little table as the following:

	London Wheat.	Maize.
	s. d.	s. d.
May	41 6	31 0
June	41 0	30 0
July	40 8	29 6
August	40 5	29 6
September	40 0	29 6
December	40 5	29 9

Here is something which may puzzle the oldest of farmers. What is "London" wheat and maize in the first place? and what does the array of months mean in the second?

Let us answer the question in order.

London wheat represents an average quality, and maize the same. In wheat either the finest Indian, known technically as No. 1 Bombay, *or* secondary American winter wheat, known as No. 2 red winter, is deemed average grain. English wheat reaches London in such small quantity that for large speculative operations it is left out of account. It may be inquired whether even fine Indian and secondary American do not sometimes fail, and this question leads us to the ingenious way in which such difficulty is met. Contracts for London wheat will be fulfilled in average quality it may be, but the seller, if unable to deliver the mean sort, *can* deliver

Australian, at 7½ per cent. more
or Californian at 3 " " "
or Russian winter wheat at 1½ per cent. less
or Saxonka or Polish wheat at 3 " " "
or Russian spring wheat at 6 " " "

Rather inconvenient for millers will be the reflection, but then it is not millers for the most part who care to buy in this way. Who, then? The answer is speculators; those who like to play at the Stock Exchange game of "margins" and "differences," but to have a wall of legality behind them in case of a "rush." The buyer *may* insist on having his grain, but he very seldom does so. In twenty cases out of two dozen he pays over his difference or receives his margin, and no grain ever goes through his hands at all.

The array of months introduces a large further field for speculation. The table we have given means that there are to-day speculative dealers who will undertake to deliver "London" wheat on or before the last day of the present month for 41s. 6d., while if you do not want the wheat before the end of September you can have it for 1s. 6d. less. If you in your turn are not prepared to receive it before December you will get rather less favorable terms, for while a decline is anticipated immediately after harvest, some slight recovery is probable about Christmas. Thus the merry men of the London Produce Exchange, Limited, and of the Liverpool "Futures" market, forecast our agricultural future prices up to the very end of the year, and it is their ability only, not their inclination, which prevents them saving nature in particular, and the trade in general, a vast amount of trouble.

The fourth and last great development of the grain trade is connected with the "Baltic" in London, and the "Atlantic" at Liverpool. These are coffee houses, the London one being of no less name and fame than attaches to the venerable "South Sea House." Many years ago such merchants as saw their way to profit on importing grain, despite the high duties then prevailing, were wont to foregather at the bottom of Throgmorton street at South Sea House. The name, though historic, was smirched with failure, and the merchants decided to change it for one expressive of their own business. Most of the London imports of grain were then from the Baltic. It was a comparatively short sea voyage, the vessels also brought timber and linseed, and other Russian products. The name thus given has remained, though business now is with every quarter of the globe, and trade with the actual Baltic is small by the side of India and Black Sea trade. Liverpool has a newer name for a like exchange, and at the "Atlantic" business with America is still the leading feature.

At the "Baltic" and at the "Atlantic" cargoes are dealt in, and the *unit* is almost a thousandfold that of Mark Lane and the other 195 statute markets. The cargoes range up to 15,000 qrs. in a single vessel. These, just like smaller cargoes, are quoted at-so-much per-qr. Thus a sale of a cargo of 10,000 qrs. at 40s. represents an investment in grain of £20,000. The "Baltic" business is by no means purely speculative; indeed the amount of speculative and forward buying varies greatly.

Speculation has, therefore, a very fair field within which to operate; but at the "Baltic" the making provision for actual wants of the country is, taking each year as a whole, a far greater business than that of pure speculation. In other words, the business is mostly genuine, and an enormous business it is. Stocks in hand are suffered from time to time to run down to a month's reserves or less—so great is the confidence of the whole country in the good management, the far sightedness, and the prescience of its merchants, who have to provide for future arrivals of food in due order, with equal freedom from depressing glut of importations and from such alarm, as with our vast town population, would attend even a short period of actual want.—*Mark Lane Express, London.*

IMPORTS OF BREADSTUFFS.

Our imports of breadstuffs in June were, in bushels, wheat 275,770, corn 40, oats 1,475, rye 8, barley 39,520; against wheat 21,237, corn 160, oats 1,183, rye 50, and barley 11,271 bushels, in June, 1891. For the fiscal year ending June 30 we imported 2 459,602 bushels of wheat, valued at $1,955,786; 15,290 of corn, valued at $10,752; 20,208 of oats, valued at $8,224; 83,537 of rye, valued at $67,507, and 3,146,337 of barley, valued at $1,592,040; compared with 545,968 bushels of wheat, valued at $431,940; 2,111 of corn, valued at $1,651; 9,692 of oats, valued at $5,056; 140,737 of rye, valued at $98 227, and 5,078,733 bushels of barley, valued at $3 222 593.

In the twelve months ending with June 30 we re-exported 1,838,370 bushels of wheat, valued at $1,430,077; 9,731 of corn, valued at $7,196; 6,966 of oats, valued at $2,418; 20,347 of rye, valued at $16,277, and 504,301 of barley, valued at $257,156; compared with 582,774 bushels wheat, valued at $485,455; no corn, no oats, 122,126 of rye, valued at $79,845, and 300,741 of barley, valued at $200,884, in the corresponding period of 1890-91.

Mexico took 176,429 bushels of our corn in June, against 5,047 bushels in the month of June preceding; and 754,548 bushels, valued at $489,702, during the twelve months ending with June, in comparison with 615,332 bushels, valued at $389,619, during the corresponding months of 1890-91.

Fires, Casualties, Etc.

S. C. Doots' elevator at Colfax, Ind., was recently burned.

John Lockwood's elevator at Dane, Wis., was burned July 27.

McCormick Bros., grain dealers at Irwin, Mo., suffered loss by fire recently.

Joseph Malo, dealer in hay and feed at Montreal, Que., recently suffered loss by fire.

Charles Templer, grain dealer at Hutchinson, Kan., was drowned at Cheney, August 11.

Kyser & Faris, dealers in grain and feed at San Marcas, Tex., suffered loss by fire recently.

John Good's brewery at Leadville, Colo., was burned July 15. Loss, $25,000; insurance, $18,000.

R. A. Wilkinson's granary at Sacramento, Cal., was burned July 3 with 1,000 bushels of grain. Insurance, $700.

The National Cotton Oil Mills, which have stood idle at Paris, Tex., for several years, were burned August 4. Loss, $250,000.

N. B. Chapman's elevator at Oneida, Kan., was burned August 5, with 2,700 bushels of grain. Loss $5,000, insurance $2,700.

Schwarting & Co.'s grain elevator and mill at Walcott, Ia., were burned July 14 with 6,000 bushels of wheat and some flour. Loss, $40,000.

While being moved from Chenoa to Ballard, Ill., an elevator was fired by tramps July 31. Haynes, Gordon & Co., the owners, lost $3,000, with no insurance.

Several elevators and warehouses on the Great Northern and Northwestern railroads near Huron, S. D., were badly damaged by a severe wind and rain storm July 20.

Lightning struck the "Northern Pacific Elevator" at Buffalo, N. D., at 4 o'clock A. M., August 7. The house was burned with over 10,000 bushels of wheat. Loss, $25,000.

Two grain elevators on the Illinois Central Railroad at Independence, Ia., were burned at 1 o'clock A. M., July 16, with their contents. The houses were owned and operated by Messrs. Thomas Scarliff and W. P. Brown.

The "Farmers' Elevator" at Herman, Minn., was burned August 10, with 900 bushels of wheat owned by George Bruggeneate, the operator. When built six years ago the house cost $1,200. No insurance except on wheat.

The large grain elevator and mill of Theodore B. Chase at New York, N. Y., was destroyed on the afternoon of August 12, by a fire that started in the cupola. Loss $150,000. Before the fire department reached the building it was enveloped in flames.

While playing at the Crowell Company's elevator at Blair, Neb., the little son of Chris. Smith got one foot into the moving horse power on Sunday, July 17. After the bones had been crushed the lad was picked up and carried to his grief stricken parents.

One end of L. R. Hargrave's elevator at Petersburg, Ind., containing 20,000 bushels of wheat, collapsed on the evening of August 11, scattering the grain over and among the broken timbers. Loss $5,000. Faulty construction and a bad design are responsible for the collapse and consequent loss.

C. R. Davenport, grain dealer at Grayville, Ill., was clubbed to death by Ed. Smith on the night of July 28. Smith is a young farmer and brought some wheat to Davenport for sale, but it was damaged and the latter refused to buy. Angered by his refusal Smith procurred a club and assaulted Davenport with fatal results. A reward of $500 has been offered for the arrest of Smith.

The Chesapeake & Ohio grain elevator at Richmond, Va., was burned at 10 o'clock P. M., July 18, with 15,000 bushels of grain, owned principally by local dealers. The fire started in the top near one corner and is credited to spontaneous combustion. The building cost $80,000 when erected in 1881 and was fully insured by a blanket policy for $60,000 held by the railroad company. The office across the street was burned after the books and papers had been taken out. The warehouse of the National Linseed Oil Company stood near and caught fire several times. The elevator covered a ground space of 150x75 feet, was 96 feet high and 136 feet to the top of the cupola.

Canada took 262,613 bushels of our corn in June, against 622,780 bushels in the preceding June; and during the twelve months ending with June 3,573 623 bushels, valued at $1,919,254, compared with 5,023,841 bushels, valued at $2,695,790, during the corresponding period of 1890-91.

Latest Decisions.

Speculations—Margins.

In a suit recently brought in Pennsylvania to recover back money left with a broker as margin on stock operations which had been concluded, the Supreme Court of the state held (Peter vs. Grim) that even if the transactions were themselves illegal the plaintiff was entitled to recover his original deposits.

Power of General Purchasing Agent.

Where a person is employed as a general agent for the purpose of purchasing and shipping a commodity for another the latter is bound by all of his acts pertaining to the business, including the drawing of checks and tickets for payment for such commodity and other necessary expenditures.—*Fuga vs Hemphill, Supreme Court of Iowa*, 53 *N. W. Rep.*

Damages for Non-Delivery of Goods.

Where goods are purchased by a merchant, and part of the order is not delivered he cannot recover damages for such non-delivery unless he shows that he has had opportunity to make sales which he was thereby prevented from making, or has otherwise suffered actual damage from the breach of contract.—*Wachsmith vs Heil, Supreme Court of Colorado*, 28 *Pac. Rep.*

Unincorporated Association.

In the case of McFadden vs. Leeka the Supreme Court of Ohio held that where an association is formed which corresponds, in all material respects, as to details of its organization, to a corporation, which does not comply with the incorporation statute or secure a charter, all the stockholders are liable as partners, and any member thereof is liable for the debts contracted by the association.

Presentation of Check Unnecessary When it Could Avail Nothing.

Under ordinary circumstances the drawer of a check is not liable to a suit upon it without presentment and dishonor, but presentment is excused where the making of the check was a fraud upon the part of the drawer, he having no funds in the bank, and no ground for a reasonable expectation that it would be paid.—*Beauregard vs. Knowlton, Supreme Judicial Court of Massachusetts*, 31 *S. E. Rep.*

Bill of Lading—Stipulation.

According to the decision of the New York Court of Appeals (Second Division), in the case of Van Etten vs. Newton, where a bill of lading contains no stipulation that the consignee shall be liable for damages in the nature of demurrage for delay in loading, the consignor alone is liable, though the consignee agreed with the carrier as to the rate of freight, and paid it when the goods were delivered.

Right of Shipper not Owner.

Where a contract for the carriage of goods is made with one co-partner or joint owner only, he may sue alone to recover damages for their loss or injury, or if the shipper has no property in the goods he may sue in his own name for them, in the absence of any objection from the true owner, because of his being the one with whom the contract of shipment was made.—*Mo. Pac. Ry Co. vs. Smith, Supreme Court of Texas*, 19 *S. W. Rep.*

Use of Post Dated Checks.

Where a check is issued dated ahead, upon the agreement that it shall not be "used" until the date which it bears, the meaning that it shall not be presented for payment before that time, and the transfer of the check from one holder to another, prior to that date, so long as it is not presented for payment, does not constitute such a use of the check as violates the agreement.—*Bill vs. Stewart, Supreme Judicial Court of Massachusetts*, 31 *N. E. Rep.*

Liability on Certified Check.

When a bank upon which a check is drawn fails before payment thereof, though it is presented in due season, and the person drawing the check, in his own behalf, or for his own benefit, and the check certified before delivering it to the one to whom the check is made payable is not discharged from liability on the check; but the person drawing the check is discharged if the holder of the check, in his own behalf or for his own benefit, gets the check certified instead of getting it paid.—*Head vs. Hornblower, Supreme Judicial Court of Massachusetts*, 31 *N. E. Rep.*

Telephone Companies are Common Carriers.

The same rules of law which apply to common carriers are applicable to telephone companies, and a telephone company operating under a public franchise, and offering the use of its system to the public at an established rate, is subject to the duty of serving all applicants alike, and it will not be permitted to refuse its facilities to any one complying with its general rules and regulations, or discriminate in favor of one or more subscribers as against others.—*Postal Telegraph Cable Co vs. Delaware & At Tel. & Tel. Co., United States Circuit Court, Delaware*, 47 *Fed. Rep.*

EXPORTS OF SEEDS.

We exported during the fiscal year ending June 30 19 532,411 pounds of clover seed, valued at $1,636 671; 10,318 074 pounds timothy, valued at $381,651; 3,613 187 bushels flaxseed, valued at $3,915 547, and 12,149,261 pounds cotton seed, valued at $86,549; in comparison with 20,773,884 pounds clover, valued at $1,575,039; 8,757,788 pounds timothy, valued at $370,151; 144,848 bushels flaxseed, valued at $184,564, and 10,108 014 pounds cotton seed, valued at $85,315, during the fiscal year ending June 30, 1891

Items from Abroad

Corn exports from the Argentine Republic continue heavy.

France is harvesting its wheat. The new grain is heavy and gives good flour.

S. Budgett & Son, grain dealers at London, Eng., are financially embarrassed.

The hay crop in England is said to be deficient, and one of the smallest on record.

The elevators now in operation in the Argentine Republic have proved a success.

Harvest in Germany is later than usual. Rye and barley are good, but wheat is uneven in quality.

The United Kingdom imported in the first half of 1892 oil valued at £3,426,776, against £3,394,288 in the first half of 1891.

The growing wheat in England is backward, barley and oats are doing well and much of the latter has already been harvested.

France imported in May, the month before the duty was increased, 21,389,000 bushels of wheat, which is more than ever before in the month of May.

Austria-Hungary is harvesting a wheat crop somewhat smaller than last year's. In Austria the crops are up to the average. Oats are good in Hungary and corn is better still.

Russia's wheat crops are up to the average in the western and central provinces. A deficiency is expected in Podolia and Bessarabia. Oats and barley promise more than the average.

A number of London grain firms have pledged themselves not to buy any grain shipped after September 1 from America except that shipped under the London American Grain Bill of Lading.

Heavy rains in the valley of Mexico have done crops much good. The interior has had little rain and in the north the crop failure is expected. After four years of crop failures the inhabitants will certainly be in a deplorable condition.

Italy imported in May 181,000 quaters of wheat, 9,500 of corn, 800 of oats and 1,300 of barley, against 209,000 quarters of wheat, 6,500 of corn, 5,500 of oats and 2,200 of barley, in May, 1891. The exports were 100 quarters of wheat and 3,000 of corn, against 50 of wheat and 4,200 of corn, in May last year.

PERSONAL

James Hall of Kirkhoven has moved to Zumbrota, Minn., and taken charge of the "Palmer Elevator."

W. W. Granger, Jr., grain dealer of Cincinnati, O., has taken charge of the grain business of J. W. Biles & Co., whisky brokers.

G. E Gee of Conover, Gee & Co., the well-known grain shippers of Minneapolis, Minn., was married July 28 to Miss M. E. Collom of that city.

John O. Foering, chief grain inspector at Philadelphia, Pa., after spending several months seeing the sights of Europe, arrived home July 27.

Edgar C. Michiner, who has managed the Pacific Coast grain business of F. H. Peavey & Co. for a number of years, became a member of the firm August 1 and will hereafter be at Minneapolis, Minn.

Late Patents

Issued on July 5, 1892.

GRAIN MEASURING APPARATUS.—Knud G. Jensen, Christiana, Norway. (No model.) No 478,111. Serial No. 365,485. Filed Sept. 19, 1890.

STEAMING ATTACHMENT FOR WHEAT HEATERS.—Samuel M. Braden, Ligonier, Ind. (No model.) No. 478,151. Serial No. 416 117. Filed Dec. 26, 1891.

GRAIN WEIGHING APPARATUS.—Carl Reuther, Hennef-on-the-Sieg, Germany. (No model.) No. 478 465 Serial No. 415 440. Filed Dec. 17, 1891. Patented in Germany June 26, 1891, No. 59,962.

MACHINE FOR CLEANING WHEAT.—Jacob Rudasill, Cherryville, N. C. (No model.) No. 478 469. Serial No. 369,748. Filed Oct. 29, 1890.

Issued on July 12, 1892.

GRAIN CAR DOOR.—Silas W. Grosh, Decatur, Ill (No model.) No 478,748. Serial No. 410,762. Filed Nov. 3, 1891.

Issued on July 19, 1892.

GRAIN DOOR FOR CARS.—Edward A. Hill, Chicago Ill., assignor of one half to James L. Mallory and Edgar A. Hill, same place. (No model.) No. 479,070. Serial No. 417,053. Filed Jan. 5, 1892.

FANNING MILL.—Henry Bush, Holgate, O. (No model.) No. 479,241. Serial No. 414,814. Filed Dec. 12, 1891.

BALING PRESS.—Winfield S. Livengood, Kansas City, Mo., assignor to Ephraim C. Sooy, same place. (No model.) No. 479,287. Serial No. 405,639. Filed Sept. 14, 1891.

ELEVATOR.—Charles A. Case, New York, N. Y. (No model.) No. 478,986. Serial No. 404,136. Filed Aug. 29, 1891.

Issued on July 26, 1892.

GRAIN MEASURE.—Levi Bronson, assignor of one-half to Pitts Agricultural Works, Buffalo, N. Y. (No model.) No. 479,551.

ROTATING GRAIN WEIGHER.—William Swartout, Reynolds, Ill. (No model.) No. 479,537.

Issued on August 2, 1892.

WHEAT SEPARATOR.—Alva H. Kirk, Fergus Falls, Minn. (No model.) No. 479,816. Serial No. 400,974. Filed July 28, 1891.

WEIGHING MACHINE.—Ephriam W. Spear, Boston, Mass (No model.) No. 479,853. Serial No. 421,836. Filed Feb. 17, 1892.

WEIGHING MACHINE.—Ephriam W. Spear, Boston, Mass. (No model.) No. 479,852. Serial No. 414,213. Filed Dec. 7, 1891.

BALING PRESS.—Peter K. Dederick, Loudonville, N. J. (No model.) No. 480,176. Serial No. 330,209. Filed Nov. 18, 1889.

BALING PRESS.—Peter K. Dederick, Loudonville, N. Y. (No model.) No. 480,177. Serial No. 530,210. Filed Nov. 13, 1889.

Issued on August 9, 1892.

CAR MOVER.—Nathaniel B. Marston, Lebanon, N. H., and William H. Kimball, Barre, Vt. (No model.) No. 480,333. Serial No. 430,344. Filed April 23, 1892.

HAND HAY PRESS.—William H. Carse, William T. Blackburn and Robert P. Owens, Rogers, Ark. (No model.) No. 480,382. Serial No. 425,243. Filed March 17, 1892.

GRAIN SAMPLING MACHINE.—John Bigelow, Minneapolis, Minn. (No model.) No. 480,654. Serial No. 388,487. Filed April 23, 1891.

ELEVATOR.—William D. Ewart, Chicago, Ill., and James M. Dodge, Philadelphia, Pa., assignors to the Link Belt Engineering Company, Philadelphia, Pa. (No model.) No. 480,659. Serial No. 372,419. Filed Nov. 24 1890.

Of rice, rice flour, meal and broken rice we imported in June 18,585,411 pounds, against 34,421 897 pounds in June, 1891; and in the twelve months ending with June, 140,493,846 pounds, valued at $2,663,350, compared with 206,522,682 pounds, valued at $4,143,000, in the twelve months ending with June, 1891. In June we imported duty free from the Hawaiian Islands 620,600 pounds of rice, and none in June, 1891; while for the twelve months the imports were 7,489 700 pounds, valued at $367,533, against 7,840,900 pounds, valued at $415,630, in the corresponding period of 1890-91. In the twelve months ending June 30 we re-exported 10,577,423 pounds of imported rice, valued at $209,810, against 8,114,257 pounds, valued at $168,215, in the corresponding period of 1890-91.

WATERWAYS

Tow barges, such favorites a few years ago on the great lakes, are already behind the times.

Improvements will be made in the harbor of West Superior, Wis., by the city government.

Much corn shipped by lake in the last half of July was found in bad condition on arrival at Buffalo.

The steamer Abner O'Neal sank at Painted Woods, N. D., with 2,200 sacks of wheat. The boat is valued at $12,000.

The steamer Gilbert from Duluth was short 440 bushels of wheat at Buffalo recently. A portion of the cargo was wet.

From the opening of navigation to July 1, 1,367 canal boats cleared from Buffalo, against 1,661 in the same time last season.

The steamer Emily P. Weed arrived at Buffalo recently with 153,000 bushels of oats, the largest cargo ever received at that port.

Since the national government bought the Sturgeon Bay Canal it has been dredged to a uniform depth so boats drawing ten feet can pass freely between Green Bay and Lake Michigan.

Considering the small cost of the river and harbor improvements made by the United States and the enormous saving of freights annually it must be admitted that improvement of our waterways is a paying policy.

To get through the Soo Canal before the President signed the bill providing for retaliation against Canada on account of canal tolls, four Canadian steamers at Duluth made haste to get their grain cargoes loaded.

The steamers A. L. Mason and State of Kansas of the Missouri River Transportation Company's line ply between Kansas City and St. Louis and in a measure serve to regulate freight rates. Shippers, however, are loth to give them the patronage they deserve.

On September 15 the Toledo, Ann Arbor & Northern Michigan Railroad will place its new lake ferry steamers in operation between Frankfort and Kewaunee to carry loaded cars a distance of sixty miles across Lake Michigan. The ferry will run summer and winter.

To get a lightship through the St. Lawrence Canal Mr. Wheeler, the shipbuilder of Bay City, Mich., will attach a number of air bags to the sides of the vessel below the water line. Each bag has a lifting power of twenty tons and it is expected that the boat can be lifted several feet and pass through nine feet of water.

Steam cable navigation has been proposed for our shallow rivers. In this plan a steel cable is anchored in the middle of the river bed and is picked up by a clutch wheel in the boat driven by steam power. The cable affords the steam engine a good hold to pull by while the screw propeller now used wastes much power.

Work has been resumed on the Chignecto Ship Railway, which is to be completed next year. It is seventeen miles long and connects the Bay of Fundy with the Gulf of St. Lawrence. This short cut makes the route between Montreal and St. Johns 500 miles shorter and enables vessels to avoid the dangerous coasting off Nova Scotia.

Notwithstanding the alleged crowded condition of the Chicago River the steamer Chicago of the Western Transit Line arrived one morning recently with a cargo of general merchandise and got anway from port in the evening, having in the meantime unloaded its cargo, taken on 50,000 bushels of wheat and 18,000 bushels of corn, and a large lot of flour besides.

Buffalo received by lake in July 16,522,678 bushels of grain and 1,114 968 barrels of flour, against 11,390 767 bushels of grain and 558 265 barrels of flour in July last year. Since the opening of navigation 52,688,979 bushels of grain and 3,822,449 barrels of flour were received at Buffalo, compared with 38,172 704 bushels of grain and 2,471,393 barrels of flour in the corresponding period last season.

In the past ten years the number and size of the steamers running on the Mississippi River and its branches have decreased materially. The number of unrigged tow barges has, on the other hand, increased greatly. In 1890 29,505,046 tons of merchandise was transported on the Mississippi and its tributaries, a great portion of it being carried on three to five feet of water. In that year the boats carried 848,442 tons wheat, 190,873 tons corn, 95,610 tons other grain, and 91 579 tons hay.

There is soon to be a change in the regulations governing the loading of grain on the steamships in the port of Montreal. Steamship men have for a long time been complaining that the regulations in regard to the fitting of the boats for the reception of the grain were too stringent and entailed too much cost on the steamships. They pointed out that the regulations here were much more severe than those enforced at any of the American ports, and asked the Board of Trade to modify the rules. The matter is now under consideration by the Board and the wishes of those concerned are likely in a measure at least to receive consideration.—*Canadian Miller.*

Notwithstanding the heavy shipments of grain and the general prosperity of the country in late years the Erie Canal is each year falling more and more into disuse. Shall the grain rate regulator be permitted to become a thing of the past? So it seems, since Governor Flower vetoed the bill appropriating funds for its improvement, the West has large interests at stake. To promote the general welfare and commercial prosperity of the western grain growing states the canal should be handed over to the United States for improvement.

In consequence of the fatal mistake perpetrated by the Dominion Government in discriminating against grain shipped through the Welland Canal for export *via.* Montreal and breaking bulk at Ogdensburg, to the extent of 18c per bushel, the people of Canada have now to face the exasperating retaliatory measures of the United States authorities, who, taking advantage of the evident wrong committed by our government in refusing the rebate of 18c per bushel on grain passing down the St. Lawrence canals, and transshipped at Ogdensburg, now purpose exacting counter wrongs by imposing tolls on Canadian traffic *via.* the Sault Ste Marie.—*Trade Bulletin, Montreal.*

At last the discrimination against Ogdensburg in the matter of canal tolls has been attended to by the United States Government. It is safe to say that the Canadian authorities will back down from their position, and unofficial reports are that the Dominion will withdraw the rebate on tolls Last year the revenue amounted to $350,351, an increase of $2,292 over 1890. In 1890 $41,635 was refunded. The cargoes going through the Welland Canal have been taxed 20 cents per ton, of which 18 cents was refunded if it went to a Canadian port for transshipment and export. Thus the American trade was taxed ten times as much as the Canadian. The provisions of the retaliatory bill are sweeping and give the President power to absolutely prohibit transportation of any country's freight or passengers over the territory of the United States when he is satisfied that that country is making the passage through its canals or waterways difficult or burdensome for American vessels.

AN IOWA ELEVATOR.

One of the best small elevators in Eastern Iowa is the 10,000-bushel house of Frank Haller at Durant. At present it is the only elevator at this point, the large cleaning elevator of Sindt & Co. having been burned early in the summer. The house has ten bins, five on each side, giving a total storage capacity of 10,000 bushels. Power is obtained by means of a sweep horse power, two horses being used. A covered incline with dump makes it possible to quickly unload the farmers' grain without keeping them waiting. A large Barnard & Leas Separator has a cleaning capacity of 400 bushels per hour.

The hopper scales in the elevator has a capacity of 4,000 bushels. At the office of the elevator nearby is the wagon scales. Mr. C. Kistenmacher who formerly operated the elevator now has charge for Mr. Haller. The annual receipts at the elevator are about 150,000 bushels of barley, 20,000 of corn, 10,000 of oats and some wheat. Very little rye is received. A lumber yard is run in connection with the elevator. Mr. Haller, in addition to running the elevator, is president of the Durant Savings Bank, an extensive and prosperous farmer, and active leader in all enterprises that can in any way advance the prosperity and welfare of the town.

WILL RENT BINS TO FARMERS.

The Hunter Milling Company has made arrangements for the immediate erection of a 70,000-bushel elevator. The elevator will be built upon the company's property, immediately between the two tracks leading to the mill, and so arranged that grain can be received from or deposited in cars on both tracks at the same time. The excavation for the basement of the structure is nearly finished and work on the elevator will be kept up without delay until completed. The basement will be twelve feet in height and will contain the conveyors, hoppers, elevator boots and a Charter Gas Engine, 15-horse power, which will furnish the power for the operation of the elevator and all the cleaning machines and other machinery, the elevator being entirely unconnected with the mill or the steam power. The building will be 40x60 feet on the ground (fronting 40 feet on the east), the bins 42 feet in height, excluding the 8-foot hoppers at the bottom of each. There will be thirty bins, twenty-four of them being 7x10 feet and of the height mentioned, holding 2,200 bushels each; two 8x10, holding 2,500 bushels each; and four 5x8, holding 1,200 bushels each. In the center on the east side will be a room 16x20, extending upward the full height of the bins, for stairways, etc. Above the bins on the east side will be a house 20 feet in width, 40 feet in height and extending half the length of the building, containing the cleaning machines, dust collectors, hopper scales, elevator heads and conveyors. The entire height of the elevator will be at least 100 feet.

Over the remaining length of the structure will be built a house 10x12, large enough to give room to deliver grain to all the bins. The outer walls and all the walls of the bins will be built in a different manner from any elevator nearer than Kansas City. They will consist of 2x8 and 2x6-inch timbers laid flat and nailedwith 20-penny spikes, the walls being built up in this manner the entire height. The corners will be lapped and each corner of each bin braced with cross pieces. Timbers 12x12 inches on the stone foundation will support the structure. The roof will be of fireproof material, either asbestos or tin. The sides will be covered with corrugated iron. An immense amount of lumber will be required in the construction—between 20 and 22 carloads, or about 250,000 feet. Messrs. Hunter and Hutchins expect to have the elevator completed within 50 days. The elevator will be left rough on the west, in order that additional bins may be added at any time.

The object of the Hunter Milling Company has in building the elevator is to use a portion of the bins and rent or lease the remainder to farmers or grain dealers.—*Mail, Wellington, Kan.*

AT TOLEDO.

We take the following paragraphs from the *Toledo Market Report*, of Toledo, O.:

The charges for elevating grain here are less than at any other grain point and the other charges are as low. Winter wheat is always in demand in Toledo, and the business is conducted by as fair a class of merchants as can be found in any department of business in this country.

The clover seed dealers in this market have agreed on the following prices for bags, viz.: Amoskeag, Auburn, American, Ozark and Franklinville, and bags of like grade of first quality, weighing not less than 16 oz., price 15c. On Stark "A" bags of first quality, 18c. Prices on second quality, torn, marked or old bags to be determined by buyer and seller, or bags returned.

In shipping grain to Toledo dealers cannot be too cautious concerning the condition of cars in which grain is to be loaded. Car doors and all openings should be scrutinized and the car in all respects made to hold what is put into it Again, the loaded car should not be left unlocked over night. Many an unsuspected man will help himself. White man is very uncertain at shipping as well as at receiving points. Wheat thieves are very numerous and very handy. Take as good care of your wheat as you do of your money.

The inspection department of this association is organized under state laws, and each inspector is an officer of the state. The system and the men are the best that can be devised, and every man is treated fairly. If a shipper's wheat does not grade No. 2 he may know there is a good reason for it. But the fools are not all dead, and every day a car of wheat is found on the tracks here with beautiful wheat on top and miserable rejected on the bottom. Such attempts at swindling are never successful, and the owner of the wheat is the loser thereby.

It will cost you nothing to cut out "A Protest, A Petition," published in this issue, sign it and mail to the AMERICAN ELEVATOR AND GRAIN TRADE, Chicago. It may do you much good.

Miscellaneous Notices.

POSITION WANTED.

A position wanted in a grain elevator where a reliable man is needed. Ten years' experience in the running of elevator machinery and the handling, grading and mixing of grain. Fully competent to take entire charge. Best reference as to character and ability. Address

M. S, care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

PARTNER WANTED.

Not having sufficient capital to conduct my grain business properly, I will sell a one-half interest in my steam elevator, located in splendid grain section. Am doing a prosperous business. Party must have $3,000 to $4,000 cash; $1,800 will buy one-half interest in elevator. Address

ELEVATOR, Box 1031, Sioux City, Ia.

SAMPLE ENVELOPES.

For mailing samples of grain, seeds, wool, feed, etc. Safest made.

2 oz. size,	3x5	$ 80	cents per 100
4 " "	4x6	90	" " "
6 " "	4½x7	1.10	" " "
8 " "	5x8	1.25	" " "

Special prices, large lots. Printing, 35 cents per 100. Address C. L. BAILEY & Co., East 24th street, Chicago.

DIRECTORY OF GRAIN DEALERS.

Kingsley's Directory is the only complete work containing the name and address of every firm engaged in the following lines of business: Grain, milling, flour and feed, hay and straw, butter and eggs, fruit and produce, malting, brewing, distilling and poultry. New edition, thoroughly revised, 1891. Over 500 pages octavo, substantially bound in cloth. Indispensable to those who wish to reach the lines of business named above.

Price, $3.50. Sent postpaid on receipt of price. Address LEE KINGSLEY & Co., Syracuse, N. Y.

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FOR SALE.

A fine 12,000 bushel steam elevator for sale cheap. Write to

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Small elevator at Vincent, Ia., on M., C. & Ft. D. Ry., and one at Williams, Ia., for sale for cash; both horse power. First-class location. For particulars address

C. J. ALDERSON, Williams, Ia.

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To close an estate I will sell at a great bargain a steam roller mill with 75 barrels' capacity, 2 burrs, 4 sets 6x15-in. Stevens Rolls and all machinery as good as new. Storage capacity 10,000 bushels. Built in fall of 1889. No competition in grain. Located on the Lake Erie & Western and Chicago & Grand Trunk railroads in La Porte Co., Ind., sixty miles east of Chicago and in one of the best wheat-growing sections of the state. Remember, this property *must* be sold. Address

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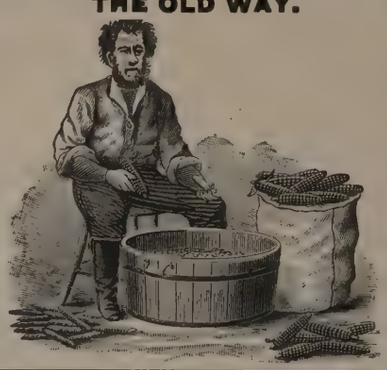

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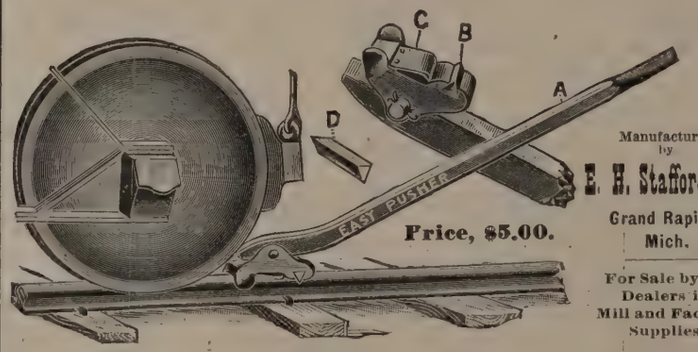
AND WILL MOVE TWICE AS MANY CARS.



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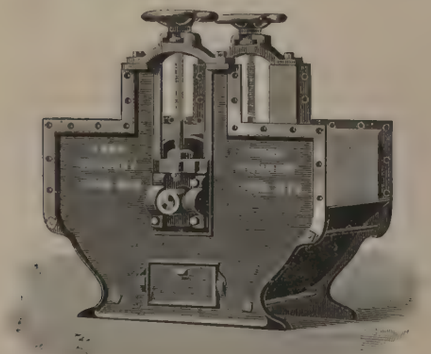

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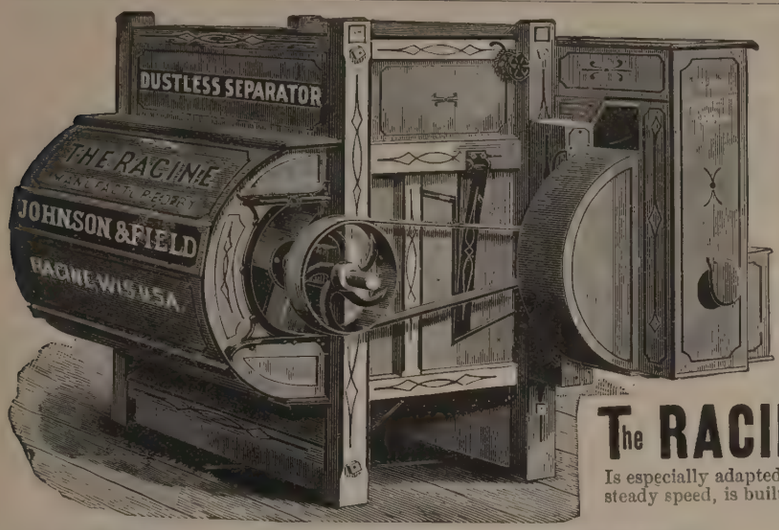

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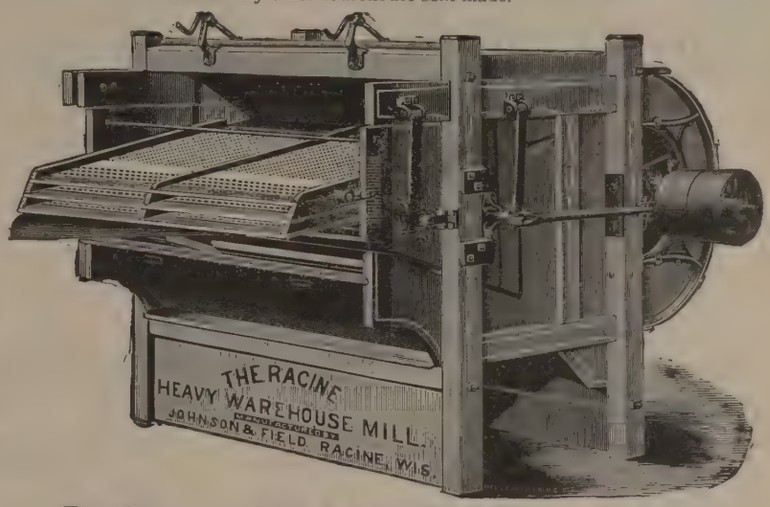

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Please write for our descriptive circular.

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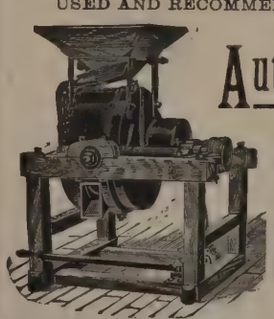

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The adjustment is positive and automatic, utilizing every part of the grinding surfaces. Can be started or stopped at pleasure, without stopping the power. Is dressed without taking the shaft out of its boxes, or the belt off the pulley.

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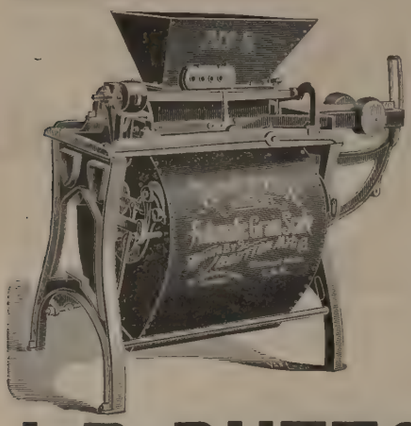

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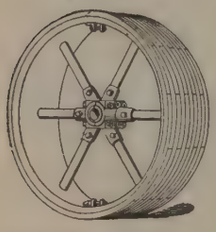

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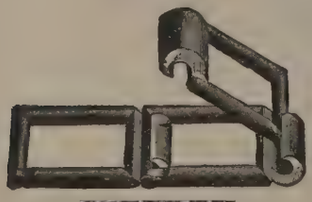

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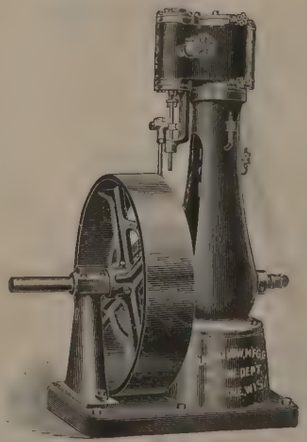

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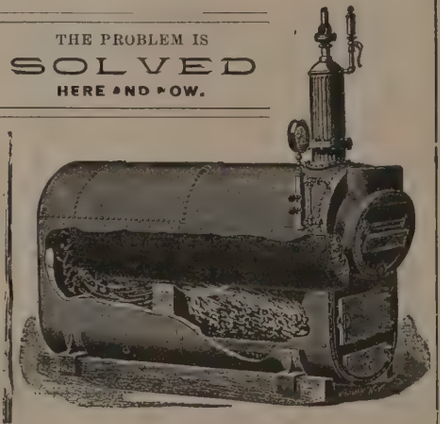

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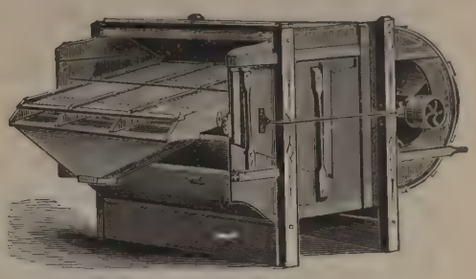

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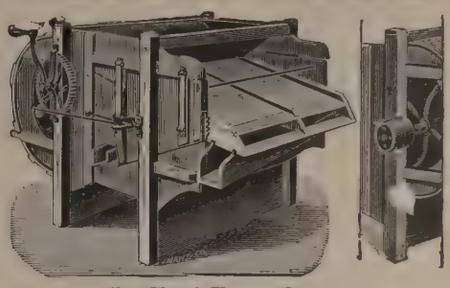

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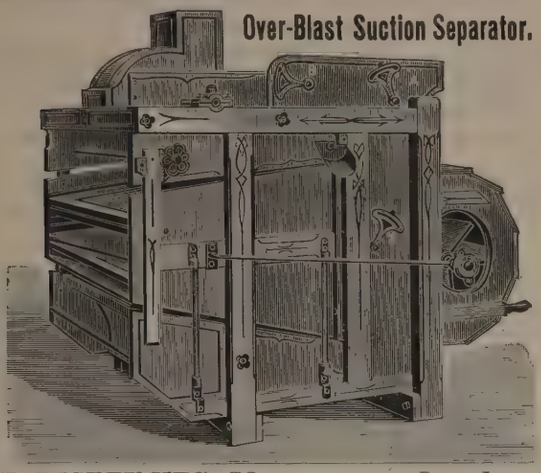

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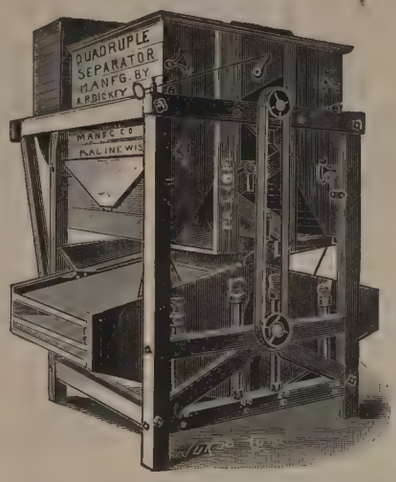

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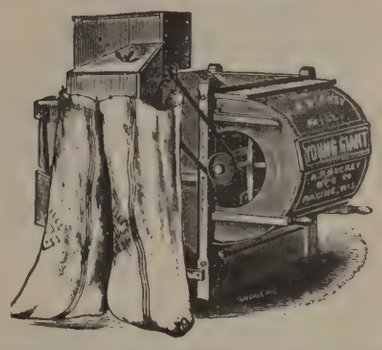

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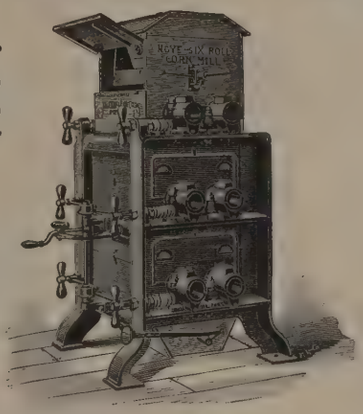

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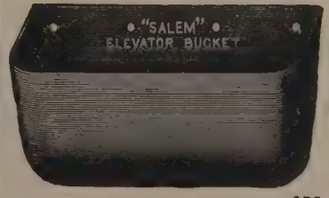

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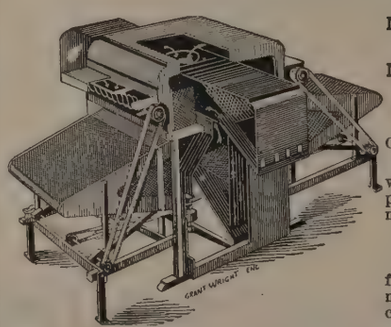

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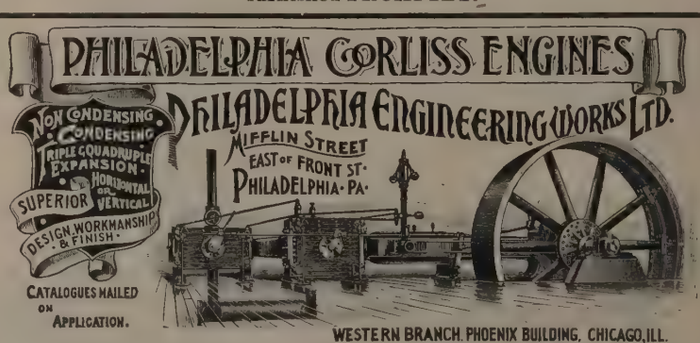

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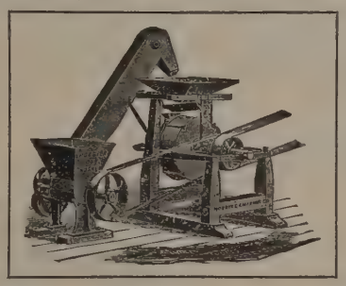

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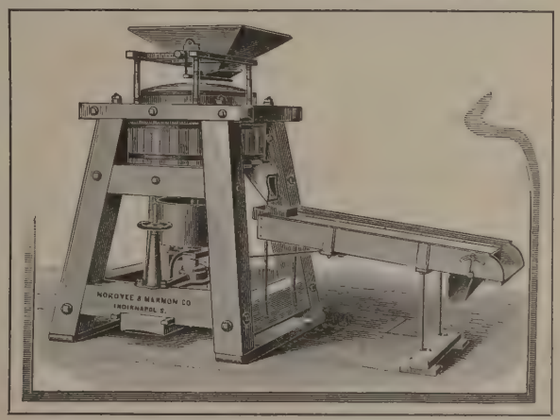

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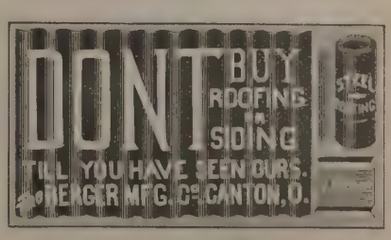

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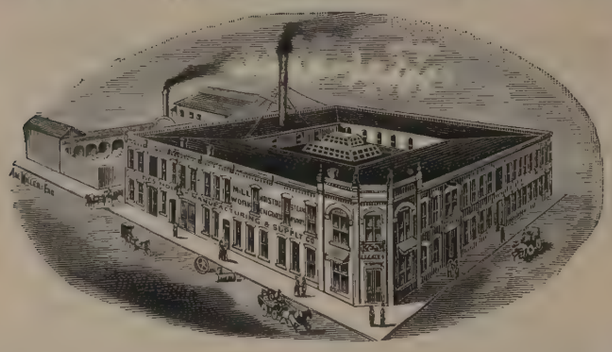

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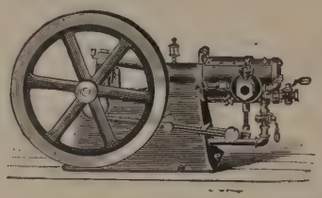

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We manufacture them in four sizes; one-half pint, one pint, one quart, and two quarts.

DIRECTIONS FOR USING.

For weight of grain per bushel, take from sample to be tested and fill the brass bucket carefully (not pressing down), and with the beam strike off the grain evenly, then weigh same, using the slide weight. On getting an **Even Balance** you will have the weight in pounds per bushel. Thus, if balanced at sixty, it would indicate sixty pounds to the bushel, etc. Always be careful **not to Pack Grain in the Bucket.**

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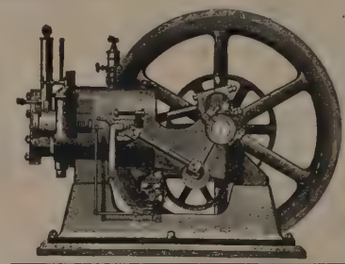

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Satisfaction guaranteed in every particular. For full particulars and prices address **VANDUZEN GAS AND GASOLINE ENGINE CO., 27 Broadway, CINCINNATI, OHIO.**

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PORTABLE STEEL

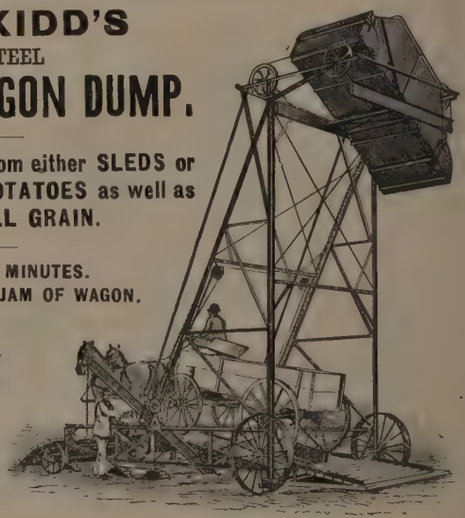
ELEVATOR and WAGON DUMP.

For Dumping or Elevating from either SLEDS or WAGONS EAR CORN or POTATOES as well as any kind of SMALL GRAIN.

Dumps and elevates a load in TWO MINUTES. NO JERK ON HORSE OR JAM OF WAGON.

Farmers rather elevate their loads on this machine than pull up grades or dump on the old style dumps.

CANADIAN PATENT FOR SALE.



READ THE FOLLOWING:

JOHN S. KIDD, Des Moines, Iowa: ODEBOLT, IOWA, September 14, 1891.

DEAR SIR:—We dumped 70,000 bushels of oats into our buildings in the season of 1890. Last July we set the dump beside the track and loaded the 70,000 bushels of oats into cars with it. Since then we have handled or loaded into cars about 15,000 bushels of corn, and are now filling our buildings with oats. The machine works in every way as well as last year, and better, for the reason we are more used to it. It works just as well in loading cars as it does in filling the buildings. It saved us five ($5.00) dollars per day loading our oats into cars. We could hardly fill our buildings the old way, by having men to shovel them in and men inside to keep them away. We think the machine as near perfection as one can be made. We can dump twenty loads per hour, and if crowded, we can dump twenty-five or thirty loads per hour. No waste of grain and no trouble in any way.

Yours, COY & CASS

For Full Particulars Address

J. S. KIDD, - DES MOINES, IOWA.

THE EXCELSIOR DUSTLESS

MACHINERY

HAS NO SUPERIOR IN POINTS OF

CONSTRUCTION,
DURABILITY,
EXCELLENCE OF WORK,
STILLNESS OF RUNNING,
or LIMIT OF POWER REQUIRED.

WATKINS & CO., Commission Grain,
Chamber of Commerce,

PEORIA, ILL., June 14, 1891.

GENTLEMEN: We have clipped to this date something like 800 carloads of oats with the No. 6 "Excelsior" Combined Clipper and Polisher we bought of you at an expense of only a very few dollars for repairs to replace clipping wallowers. The machine has always been entirely satisfactory to us. We have never had a car of oats go off grade through any fault of the machine. We are buying a great many oats clipped by the.....Clipper, and selling to same parties as those from your Clipper, and their oats have frequent claims made back on us.

Yours truly, WATKINS & CO.

BELLEVUE, IOWA, April 17, 1891.

GENTS:—Since purchasing our No. 5 Excelsior Combined Oat Clipper and Polisher of you in March, 1889, we have clipped and cleaned 150,000 bushels of oats, the loss in clipping averaging 6-10 of a pound per bushel, and we have always got the highest price for No. 2 grade oats, while we make no distinction as to quality in our purchasing, but all going to the same bin. This we consider one of the great advantages of a good Oat Clipper. We have always been well pleased with the machine. Repairs just purchased of you, amounting to $5.00, is all we have had to pay. Yours truly,

REILING & CO.

HOLSTEIN, IOWA, April 10, 1891.

E. H. PEASE MFG. CO., Racine, Wis.

GENTLEMEN:—In regard to the No. 6 Excelsior Oat Clipper and Polisher, and Separator, I purchased of you last fall, I wish to say that it is highly satisfactory and surpasses my best expectations. I have polished about 150,000 bushels of barley with it, and it does this work very evenly, and does not break nor hull the grain. I am now running it on oats that test 28 pounds to the bushel, and raise them up to 33 and 34 pounds, with a shrinkage of not more than 3 ounces to the bushel.

I hesitated some before buying, but now that I know what it will do, I would not be without it for many times its value. Yours respectfully,

SIGNED, F. S. MANSON.

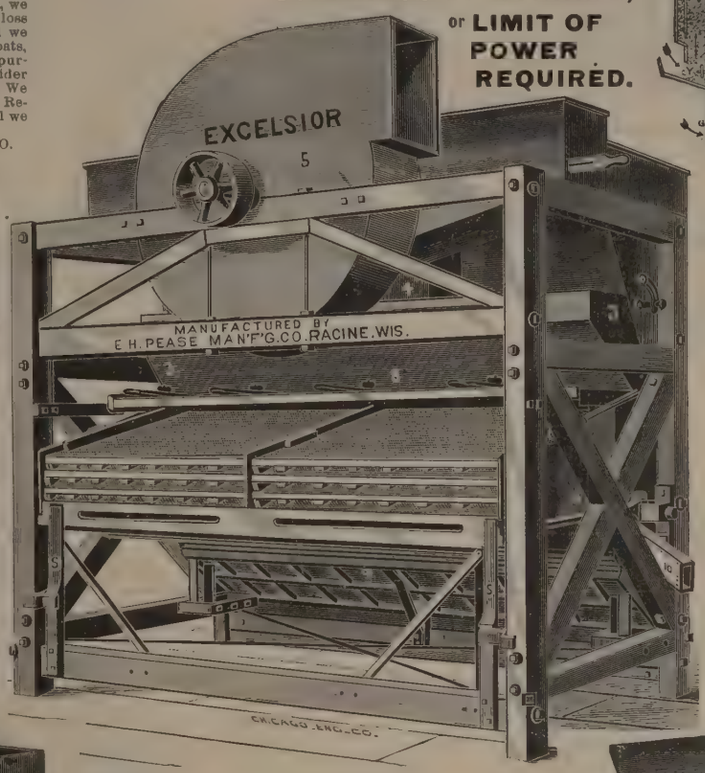
CHICAGO, ILL., Feb. 24, 1891.

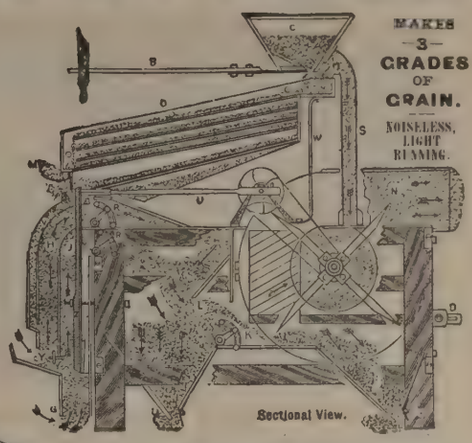
DEAR SIRS:

The two **No. 8 Excelsior Jr. Oat Clippers** we bought of you in June, 1890, are giving splendid satisfaction. We experience no difficulty in raising the weight of oats from 8 to 10 lbs. to the measured bushel. On the 12th inst. we run through the two machines a large lot of very foul No. 3 white oats, testing 27 pounds to the measured bushel, and raised them to a fine, **bright** quality of No. 2 oats, testing 37 pounds; shrinkage 500 pounds to 1,000 bushels. The shrinkage being largely "hulls," and being separated from the dust, can be utilized in making ground feed.

On the 18th inst. we run 4,500 bushels of oats through in 3 hours, and raised them from No. 3 white, testing 29 lbs., to No. 2, testing 38 lbs. Yours truly,

COLUMBIA ELEVATOR CO.,
J. E. CAILEY, Sec'y.





"Excelsior" Dustless Separator and Grader

—FOR—

SEPARATING, CLEANING AND GRADING WHEAT FOR MILLING.

OR ANY KIND OF GRAIN FOR

MERCHANTABLE PURPOSES.

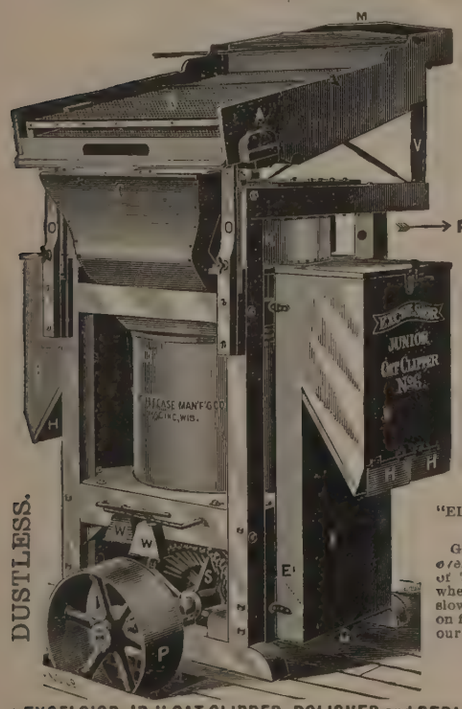
MADE IN 4 SIZES.

CAPACITIES, 150 TO 800 BUSHELS PER HOUR.

CEDAR RAPIDS, IA., Dec. 19, 1890.

GENTS:—The **No. 8 EXCELSIOR OAT CLIPPER, SEPARATOR, GRADER AND POLISHER COMBINED**, bought of you in January, 1890, is still doing business at the old stand, and giving as good satisfaction as ever. We are now using it to polish barley and it is giving good satisfaction.

Yours truly,
MINER & MORGAN.



"Excelsior" Dustless Elevator Separator.

FOR ALL KINDS OF

GRAIN OR SEEDS.

MADE IN 4 SIZES.

CAPACITIES, FROM 300 TO 2,000 BUSHELS PER HOUR.

HAS LARGE SIEVE SURFACE, POWERFUL FAN AND PERFECT VENTILATION.

GRAIN SHOE IS COUNTER-BALANCED BY COUNTER-BALANCE SPRINGS.

THE SMOOTHEST

—AND—

LIGHTEST RUNNING SEPARATOR

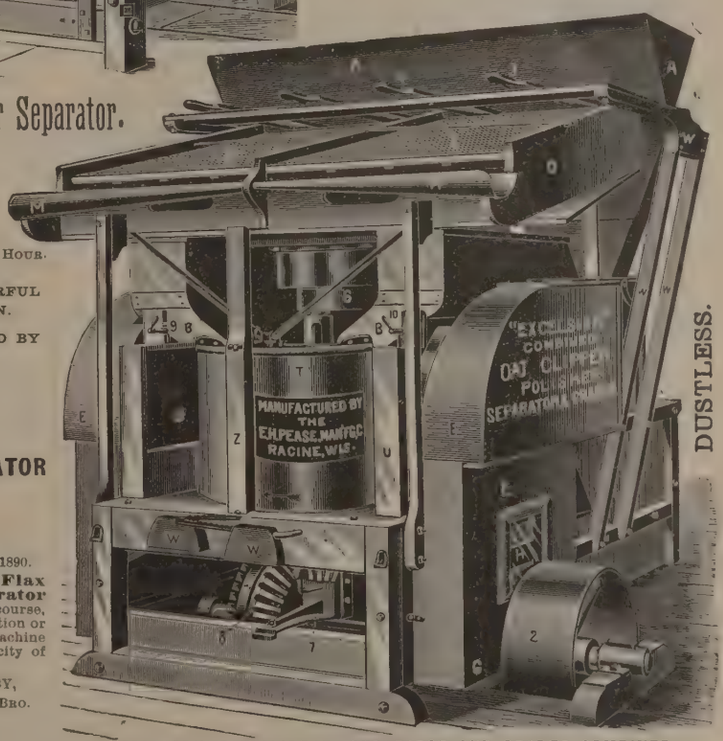
IN THE MARKET.

"ELEVATOR B."

LA CROSSE, WIS., Nov. 6, 1890.

GENTLEMEN:—Have just made a **Test Run of Flax** over the **No. 2 Excelsior Receiver Separator** of 775 bushels per hour without crowding. Of course, when flax is very dirty it would require more attention or slower feed. We are very much pleased with the machine on flax and timothy. It adds one-half to the capacity of our flax reels and of our timothy mills.

Yours respectfully, W. B. CLISBY,
Foreman for W. W. CARGILL & BRO.



"EXCELSIOR, JR." OAT CLIPPER, POLISHER and SEPARATOR

FOR CLIPPING, POLISHING, SEPARATING AND CLEANING OATS,

OR MAY BE FURNISHED WITH SIEVING, ETC.,

FOR POLISHING, CLEANING, SEPARATING AND GRADING WHEAT OR BARLEY.

MADE IN 2 SIZES. CAPACITIES, 250 TO 600 BUSHELS PER HOUR.

SEND FOR

CATALOGUE

AND

PRICES

—TO—

"EXCELSIOR" OAT CLIPPER, SEPARATOR AND GRADER COMBINED;

ALSO POLISHER, SEPARATOR AND GRADER COMBINED.

THIS "COMBINED" MACHINE May be fitted to fill any or all the capacities of a GENERAL DUSTLESS ELEVATOR RECEIVING SEPARATOR for all kinds of Grain;

OR AS A CLIPPER, CLEANER, POLISHER, SEPARATOR and GRADER OF OATS.

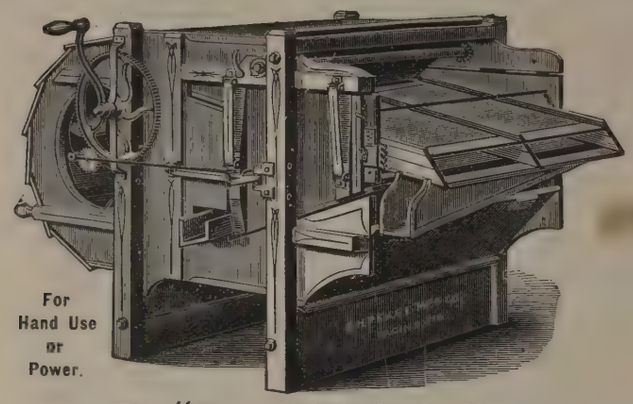
OR AS A POLISHER, SEPARATOR, CLEANER and GRADER of Wheat and Barley.

MADE IN 3 SIZES, WITH CAPACITIES FROM 150 TO 750 BUSHELS PER HOUR.

E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

SEE PAGES 74, 75, 76, 77.

PEASE WAREHOUSE FANNING MILLS.



For Hand Use or Power.

The "Pease" Side Shake Mills.

The Cut shows the "Right," or Crank side. On the opposite side are tight and loose Pulleys. These mills are not only a first class mill for general work but are also specially adapted for all kinds of seed cleaning as is attested by the following unsolicited letter, which we publish by permission:

ST. CHARLES, MINN., April 12, 1890.

E. H. PEASE MFG. Co., Racine, Wis.:

Gentlemen:—We have started the No. 2 Mill which we bought from you a short time ago. We find it to be the best Timothy Cleaner we ever saw. It cleans very fast and does fine work. It is far ahead of the —— mill for cleaning timothy. We also use a —— mill, but it does not come up to the No. 2 side shake we bought of you. Your No. 2 will clean timothy about three times as fast as the —— mill does, and does better work than the —— does. Your mill is well built and strong. We would not give our No. 2 "Pease" Side Shake for any two —— that we ever saw. Very truly,

J. B. ZECHES & CO.

NOTE—The No. 0 machine is not fitted to run by hand power.

	No. 3.	No. 2.	No. 1.	No. 0.
Extreme Height	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.
Size over all	5 ft 2 in. x 3 ft 4 in	5 ft. 2 in. x 4 ft.	5 ft 2 in x 4 ft 9 in	5 ft 2 in x 5 ft 9 in
Floor to center of pulley	25½ in.	25½ in.	25½ in.	25½ in.
Driving pulley	6 in. x 2 in.	6 in. x 2 in.	6 in. x 2 in.	6 in. x 3 in.
Revolutions per minute	275	275	275	275
Size of hurdles	2 ft. 6 in. x 24 in.	3 ft. 2 in. x 24 in.	4 ft. x 24 in.	5 ft. x 24 in.
Capacity per hour	100 to 200 bu.	125 to 250 bu.	175 to 350 bu.	250 to 450 bu.

HAVE THE LARGEST SALES OF ANY MADE IN THE UNITED STATES

For Horse or Steam Power Only.

The "Pease" End Shake Mills.

Particularly adapted for use in Horse Power Elevators where power is limited and close cleaning and grading desired. It is strong, durable and noiseless.

The shoe is supported by STEEL springs, hung from above and vibrated by flexible shake-rods with ADJUSTABLE ECCENTRICS. The shake is from front to back, instead of from side to side.

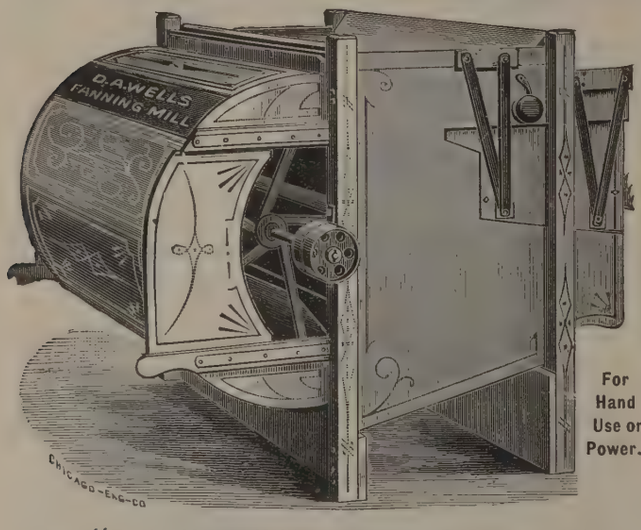
They are fitted with a patent adju table hopper raiser, not shown in cut, which gives an even flow of grain upon the sieves.

These Mills have MUCH GREATER CAPACITY than any other kind of equal sizes. They are especially adapted for cleaning ALL KINDS OF GRAIN. The side shake Mills are better adapted for cleaning Clover, Timothy, Flax, etc.

NOTE—The pulleys are placed on the RIGHT side of mills or opposite to those showing in this cut, unless otherwise ordered.

	No. 3.	No. 2.	No. 1.	No. 0.	No. 00
Extreme Height	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.
Size over all	5 ft. 9 in. x 3 ft. 3 in.	5 ft. 9 in. x 3 ft. 11 in.	5 ft. 9 in. x 4 ft. 8 in.	5 ft. 9 in. x 5 ft. 8 in.	5 ft. 9 in. x 6 ft. 8 in.
Floor to center of pulley	25½ in.	25½ in	25½ in.	25½ in.	25½ in.
Driving pulleys	6 in. x 2 in.	6 in. x 2 in.	6 in. x 2 in.	6 in. x 3 in.	6 in. x 3 in.
Revolutions per minute	450	450	450	450	450
Size of hurdle	2 ft. 6 in. x 30 in.	3 ft. 2 in. x 30 in.	4 ft. x 30 in.	5 ft. x 30 in.	6 ft. x 30 in.
Capacity per hour	125 to 250 bu	150 to 300 bu	200 to 400 bu	250 to 500 bu	300 to 600 bu

THESE MACHINES CAN BE FURNISHED WITH SPECIAL SIEVING TO HANDLE ANY KIND OF GRAIN OR SEEDS.



For Hand Use or Power.

The "D. A. Wells" Warehouse Fanning Mill.

WARRANTED

To clean CORN or OATS at the rate of 800 to 1,000 bushels per hour with the equal of ONE MAN POWER. Sold SUBJECT TO TRIAL. SATISFACTION GUARANTEED!

Designed for locations where power is limited and rapid cleaning is more of an object than close grading

They have a much larger capacity than our "Pease" Warehouse Mills, but having a larger fan, do not require as high a motion and consequently require less power.

These mills are famous as corn and oat cleaners, where plain elevator work is required, and to be done rapidly.

The sieves are so arranged that they may be put in place or taken out independently, thus enabling the operator to quickly arrange any combination that may be required for the various kinds or conditions of grain to be cleaned.

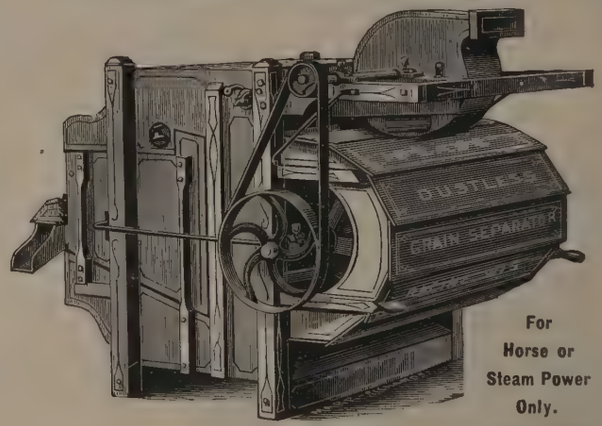
Extreme height.	Size over all.	Floor to center of pulley.	Driving pulleys.	Rev. per minute.	Size of sieves.	Capacity per hour on corn or oats.	Weight.
4 ft. 1 in.	5 ft 6 in x 6 ft.	2 ft. 3 in.	6 in x 2 in	140	57 in. x 26 in.	800 to 1,000 bu.	425 lbs.

WE ARE HEADQUARTERS FOR ALL KINDS OF MOTIVE POWER MACHINERY, FITTINGS, SUPPLIES AND REPAIRS FOR GRAIN ELEVATORS, AND MILLS.

—o—

SEND FOR GENERAL CATALOGUE AND PRICES —TO—

The "Pease" Dustless Separators.



For Horse or Steam Power Only.

CHICAGO, ILL., April 8, 1891.

GENTLEMEN:—The "Pease" Dustless Separator I bought of you March 26, 1891, I sold to Wittman & Co., 66 and 68 N. Halsted St. The No. 00 Machine I bought of you January 19, 1891, I sold to F. Grimsell, 80 W. Erie St., and one I bought of you some time ago I sold to Keinfer Bros., North Ave. and Halsted St. These and several others of these "Pease" Dustless Separators I have bought of you are being used chiefly for cleaning corn and oats, and any of them will clean as fast as 8x5-inch buckets, placed 12 inches apart and running at the usual speed, can elevate.

All the machines are giving good satisfaction.

Yours, etc., R. D. HILDRETH, Millwright, 53 and 55 So. Jefferson St.

SPIRIT LAKE, IOWA, May, 7, 1891.

GENTLEMEN:—Inclosed find draft to pay for the No. 00 "Pease" Dustless Separator just received from you to take the place of the ———— Separator. Day before yesterday we put the mill in place, and have been running it on some odd jobs, and the Separator works to our entire satisfaction. The Dustless Fan and Conductor works splendidly, carrying out everything I want it to, and I can put the suction on strong enough to take out grain if I desired. I can regulate the machine just as I want to, and am just more than pleased with it. Yours truly, D. L. RILEY.

	No. 3.	No. 2.	No. 1.	No. 0	No. 00.
Extreme Height	5 ft. 2 in.	5 ft. 2 in.	5 ft. 2 in.	5 ft. 3 in.	5 ft. 7 in.
Size over all	5 ft 9 in. x 3 ft 10 in.	5 ft 9 in. x 4 ft 6 in.	5 ft 9 in. x 5 ft 3 in.	5 ft 9 in. x 6 ft 3 in.	5 ft. 9 in. x 9 ft 3 in.
Height to where grain enters	4 ft. 3 in.	4 ft. 3 in.	4 ft. 3 in.	4 ft. 3 in.	4 ft. 3 in.
Floor to center of pulley	2 ft. 3 in.	2 ft. 3 in.	2 ft. 3 in.	2 ft. 3 in.	2 ft. 3 in.
Driving pulleys	6 in. x 3 in.	6 in. x 3 in.	6 in. x 3 in.	6 in. x 4 in.	6 in. x 4 in.
Revolutions per minute	450	450	450	450	450
Size of hurdles	2 ft. 6 in. x 30 in.	3 ft. 2 in. x 30 in.	4 ft. x 30 in.	5 ft. x 30 in.	6 ft. x 30 in.
Capacity per hour	125 to 250 bu	150 to 300 bu	200 to 400 bu	250 to 400 bu	300 to 600 bu

E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

SEE PAGES 73, 75, 76 and 77.

THE MOST SUCCESSFUL

FLAX CLEANERS

IN THE WORLD!

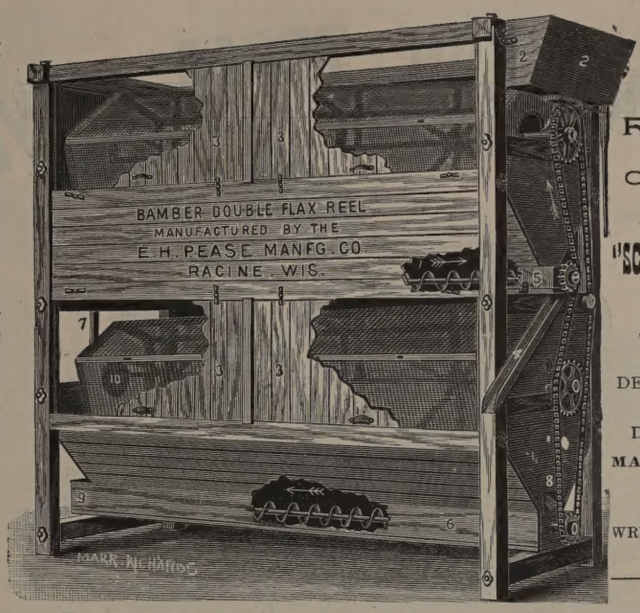
FLAX, TIMOTHY AND CLOVER CLEANING.

Dear Sirs:—We are using one of your No. 2 EXCELSIOR Dustless Elevator Separators (see page 317 of this paper) as a "scalper" for Flax, and easily run 750 bushels per hour through it. Much of the flax is thus reduced below six per cent. and run directly to our shipping bins. We also have one of your QUADRUPLE Flax Reeling Machines with which we clean rough flax down to two and one-half per cent. at the rate of 300 bushels per hour. We always overcrowd the reels so as to increase their capacity and thus run some flax into the "tailings" which we reclean at our leisure. Of course we should not waste any flax into the tailings and would reduce the flax to better per cent. if we did not crowd the 'Feed" on our reels so hard. **We consider the outfit hard to beat**. We also use the Separator to scalp timothy and clover, thereby DOUBLING the capacity of our seed cleaners.

Yours truly,
W. B. CLISBY, Foreman,
W. W. CARGILL & BROS.,
Elevator "B"

LA CROSSE, WIS.,
Aug. 31, 1891.

STRAIGHT OR TAPERED
HAND REELS OF ANY DIMENSIONS
DESIRED, MADE TO ORDER.



MADE WITH ONE, TWO or FOUR **REELS** IN A **CHEST** AND with or without **"SCALPING-SHOE"**

REELS OF ANY DESIRED STYLE OR DIMENSIONS **MADE to ORDER.**

WRITE FOR PARTICULARS.

Two feet of capacity length for each lineal foot of machine.

Tapered, Hexagon Reels. Revolving on Horizontal Shafts.

All Sprocket Wheels and Drive Chain run perpendicular and parallel with each other.
The lightest running, best made, most durable reels in the market.

Can "Clothe" them with { "BLACK" OR "TINNED" WIRE-CLOTH, PERFORATED ZINC, OR PERFORATED SHEET STEEL.

HOW IS THIS?
A FIVE YEARS' RECORD!

MINNEAPOLIS, MINN., Nov. 28, '91.

GENTLEMEN:—The QUADRUPLE FLAX REELING MACHINE you shipped us here for ELEVATOR "K" belonging to E P. Bacon of Milwaukee has been running in good shape a month, and is giving perfect satisfaction.

We also have one of your machines of same style and size that has been running in this cleaning house about five years, which we like equally as well.

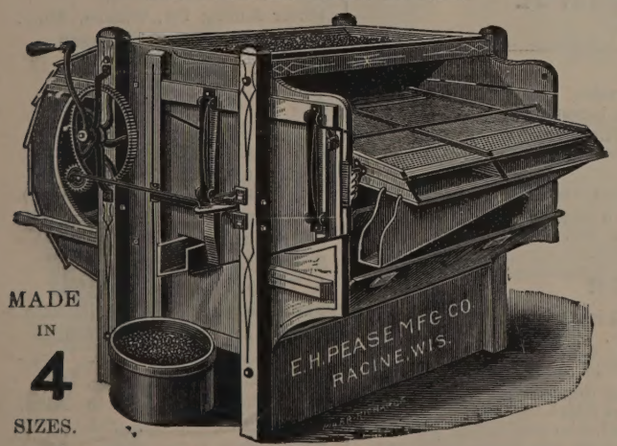
With either machine, WE CLEAN ROUGH FLAX DOWN TO ONE PER CENT. at the rate of 175 BUSHELS PER HOUR.

Have never seen another as perfect machine for RAPID AND PERFECT FLAX CLEANING. It is a pleasure to recommend your machines, as they are perfect and require little power or attention.

Yours truly,
E. G. TERWILLIGER,
Supt. Elevator "K."

OUR "PEASE" SPECIAL FLAX MILLS
—ARE—
FAMOUS FLAX CLEANERS

FOR SEED FLAX, OR COMMERCIAL CLEANING.
FOR COUNTRY GRAIN HOUSES.



MADE IN **4** SIZES.

FOR HAND USE OR POWER.

This mill is represented with a Grain Hurdle in the Shoe, to show that although especially adapted to Flax Seed Cleaning, it can also be used for all kinds of Grain, making it a universal mill, calculated for all kinds of work. This mill is built upon the same principle as our Side Shake Warehouse Mills, but with more depth of the shoe, in order to accommodate deeper sieves, and a flax screen extending to the extreme front of the mill, a length of four feet. It consequently has greater capacity than any ordinary mill in existence. No flax hurdles are used, as separate sieves work better on flax seed, and afford opportunities for changing the combinations for different classes of work. This mill is equally well adapted to cleaning, separating and screening Timothy, Clover, and other fine seeds.

LOOK HERE!

THIS IS ONLY A PARTIAL LIST OF

LARGE FLAX HANDLERS

WHO HAVE **ADOPTED** AND ARE EACH

USING FROM ONE TO SIX OF OUR FLAX REELING MACHINES,

—VIZ:—

ALBERT DICKINSON SEED CO.,
MINNESOTA ELE. CO., (Armour & Co.,)
CHAS. COUNSELMAN & CO.,
W. L. LUCE (South Elmhurst Elevator,)
} **CHICAGO.**

E. P. BACON & CO., MILWAUKEE.

MINNEAPOLIS: { INTER-STATE GRAIN CO.
E. P. BACON, ELEVATOR "K".
STRONG & MILLER.
EMPIRE ELEVATOR CO.
BAGLEY ELEVATOR "X".

WINONA MILL CO., Mankato, Minn.
NESS & MOEN, Peterson, Minn. CARGILL & BRO., La Crosse, Wis.
INTER-STATE GRAIN CO., Oelwine, Iowa.
SAMUELSON & CO., Stromsburg, Neb. STOKES BROS., Watertown, S. Dak.
J. C. SANBORN & SON, Ortonville, Minn.
W. H. STIPP, State Center, Iowa. CLARK BROS. & CO., Manson, Iowa
GRAY, BABCOCK & SEARS, Ida Grove, Iowa.
S. J. CLAUSEN, Clear Lake, Iowa. BOOR & BENJAMIN, Ashton, Iowa.
THOS. KOLTIS & CO., Radcliffe, Iowa.
D. C. FAIRBANKS, Dodge Center, Minn. BARLOW & LAWRENCE, Thornton, Iowa
J. E. KNUDSON, Mason City, Iowa. MITCHELL BROS., Manley, Iowa,

AND MANY OTHERS.

E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

SEE PAGES 73, 74, 76 and 77.

THE MOST SUCCESSFUL

MOTIVE POWER EVER INVENTED

FOR

COUNTRY GRAIN ELEVATORS

HERE YOU HAVE IT IN A "NUTSHELL".

E. H. Pease Mfg Co.

DEAR SIRS:—We have given **The Seven Complete Outfits** (7 Morton Powers and 7 outfits of Elevating Machinery), bought of you this season, a six weeks' trial and find them all perfectly satisfactory. **I consider the Morton Tread Power superior to any other in use.** We have taken in at a single house as high as 3,750 bushels per day and used two 900 lb. horses to do the work, and at the same time loaded out 6 large car loads Yours truly,

WINONA MILL CO.,
Per W. F. PARKER,
Auditor and Builder.

WINONA, MINN., Oct. 24, 1891.

Above Company now (4-8-92) have 9 of these Powers.

WE ARE . . .

SOLE GENERAL AGENTS

FOR

THESE POWERS

AND

HAVE PLACED STOCKS

FOR

Prompt Shipment

AT

RACINE, WIS.,
MINNEAPOLIS,
COUNCIL BLUFFS,
KANSAS CITY,
MUSKEGON, MICH.

ADDRESS
ALL LETTERS AND ORDERS
TO

THE MORTON TREAD POWER

DESIGNED EXPRESSLY FOR GRAIN ELEVATORS.

Style No. 3. For 1, 2 and 3 Horses. Speed of Main Shaft, 90 to 100 per Minute.

For houses where not more than one, two or three horse power is required, these powers are beyond controversy more economical and satisfactory motors for **grain elevators** than **any steam or gas engine** or other horse powers in the world.

THEY ARE THE MOST SUCCESSFUL

BECAUSE

THEY ARE WARRANTED to give as **steady motion** to the **grain elevating** machinery, or to **grain cleaning** machinery as any steam or gas engine of same rated horse power.

They are always ready for business at a moment's notice. There is no fire to build; no steam to get up; no engineer or driver required; no dangers from combustible fuels of any kind; no increased insurance rates; no fire risks.

Our **Patent Automatic Governor** is furnished with every **Morton Power** sold **without extra charge**, and can be regulated to run the power slower or faster in a moment's time. Should a belt "fly off" when power is operating at full speed and work, there will be no change of speed and no damage to power or horses.

IT IS THE ONLY POWER

having an **adjustable "elevation"** (on which the horses walk,) which is **an important point of superiority**, viz: By the mere turning of a crank, the operator can, at will, give more or less **"pitch"** to the **elevation**, thereby developing **more** or **less** power as work in hand requires, or lower same to a **horizontal** position to rest or feed the horses. This can be done when the horses are either on or off the power, without **in any way** effecting the **"line"** or the **tension of the drive belt**. **It is the only Tread Power** whose **revolving platform** (on which the horses walk) has a genuine cog-gear driving connection, with gears on either end of drive shaft, the **"cogs"** of which **each** consist of an anti-friction (and anti-wear) roller. **It is the only Power having self-oiling traverse wheels** and has 50 per cent. **less** traverse wheels and other wearing points, than **any other** tread power, and consequently is **the most free, light running and steady Horse-Power in the market.**

This machine needs no attention (except occasional oiling), and **can be stopped or started** by a rope, having one end connected with **brake-lever**, and other end at most convenient place in **office** or **grain elevator. The entire expense of this power** when delivered, set up, connected and covered with suitable building, **will not cost the purchaser any more than the cheapest "Sweep" Power** and is vastly superior. **SEE? It does not require one-quarter as large house as a "Sweep" Power.**

HERE YOU ARE AGAIN!

E. H. Pease Mfg. Co.

DEAR SIRS:—I am using a **Morton Tread Power, Style No. 3, Two-Horse,** bought of you a year ago, and am running my stand of elevators which is 34 ft. high, with 5x8 in. buckets, placed 12 in. apart on link-belting, with a 1,050 lb. horse and **it has given me better satisfaction than I expected when I bought it.** I can do more work than any claim the manufacturers have ever made for it. I can elevate 740 bushels of oats, or 500 bushels corn per hour, with one horse. Yours truly,

J. W. STROMBERG.

ROSCOE, IA., Oct. 26, 1891.

HERE IS A PARTIAL LIST OF

Recent Purchasers

FOR REFERENCE.

Winona Mill Co., Winona, Minn., (9 machines).
M. D. Stevers & Co., Chicago.
C. W. McNoun, Burrton, Kan.
Barnard & Leas Mfg. Co., Moline, Ill.
Frost Mfg. Co., (many Powers), Galesburg, Ill.
Russell & Miller, Winneconne, Wis.
O. L. Marfield & Co., (many Powers), Winona, Minn.
Porter Milling Co, Winona, Minn.
Bingham Bros., (many Powers), New Ulm, Minn.
A. McMichael, Bryant, So. Dak.
A. F. Bornschein, Brandon, Wis.
P. H. White, Credit River, Minn.
B. F. Uplinger, Kingston, Ill.
York Foundry and Eng. Co., York, Neb., (many Powers).
J. A. Campbell & Son, Lincoln, Neb.
Geo. Zion, Yarmouth, Ia.
E. Burt, Shannon, Ill.
A Thorp, Flagg, Ill.
Turner & Brenner, Marshall, Minn.
Fawcett Bros., Tacoma, Wash.
Peterson & Smith, Olds, Ia.
J. A. Carton & Co., Ackley, Ia.
McLaughlin & Son, Austin, Minn.
L. H. Neff, Groton, So. Dak.
Bender Bros. & Co., Spencer, Ia.
Logan & Sleeper, Sheldon, Ia.
S. Walters, Bruce, So. Dak.

AND HUNDREDS MORE.

E. H. PEASE MFG. CO., Racine, Wis.,

SOLE AGENTS FOR THE UNITED STATES.

SEE PAGES 73, 74, 75, and 77.

WE ARE HEADQUARTERS

For all kinds of MACHINERY and SUPPLIES

FOR POWER TRANSMISSION, GRAIN ELEVATING AND GRAIN CLEANING,

—FOR—

Grain Elevators and Mills,

SUCH AS

SHAFTING, PULLEYS, HANGERS,
PILLOW-BLOCKS, CLUTCHES, COUPLINGS,
GEARS, SPROCKETS, SET COLLARS,
TAKE-UP BOXES, CRANE-SPOUTS,
LEATHER, RUBBER, COTTON AND LINK BELTING,
"FLEXIBLE" AND "SWIVEL" GRAIN SPOUTS,
ELEVATOR BOOTS, BUCKETS AND BOLTS,
"SPIRAL" AND "BELT" CONVEYORS,
"PLATFORM," "DUMP" AND "HOPPER" SCALES,
GRAIN SCOOPS AND POWER GRAIN SHOVELS.

—ALL SIZES OF—

Farm and Warehouse Fanning Mills,
GRAIN TESTERS, SEED TESTERS,
PERFORATED METALS, WIRE CLOTH,
Power Car Pullers, Oat Clippers, Dustless Receiving Separators.
POLISHERS, SEPARATORS, GRADERS,
CORN SHELLERS, STEAM ENGINES, FLAX REELS
AND SPECIAL FLAX MILLS, "OVERHEAD,"
"SWEEP" AND "TREAD" HORSE-POWERS,
BAG-TRUCKS, SIX-WHEEL WAREHOUSE TRUCKS, ETC.

GAS ENGINES OR STEAM

Capacity, 50 bushels per hour.

GRAIN TESTER.

Grain and Seed Testing Scale.

"HERCULES" POWER CAR PULLER.

SAFEST, MOST DURABLE —AND— Powerful Puller ON EARTH.

HANDLES 15 to 20 Loaded Cars at once on STRAIGHT and LEVEL TRACK and pro-rata on GRADES and CURVES

If you don't SEE WHAT YOU WANT, ASK FOR IT. We have got it.

GRAIN AND SEED TESTER.

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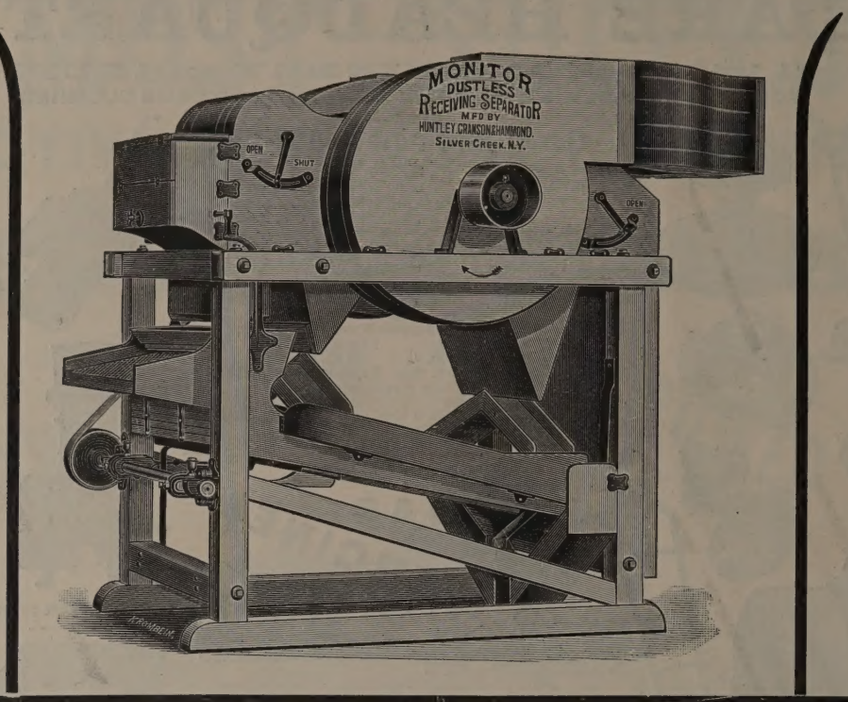

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